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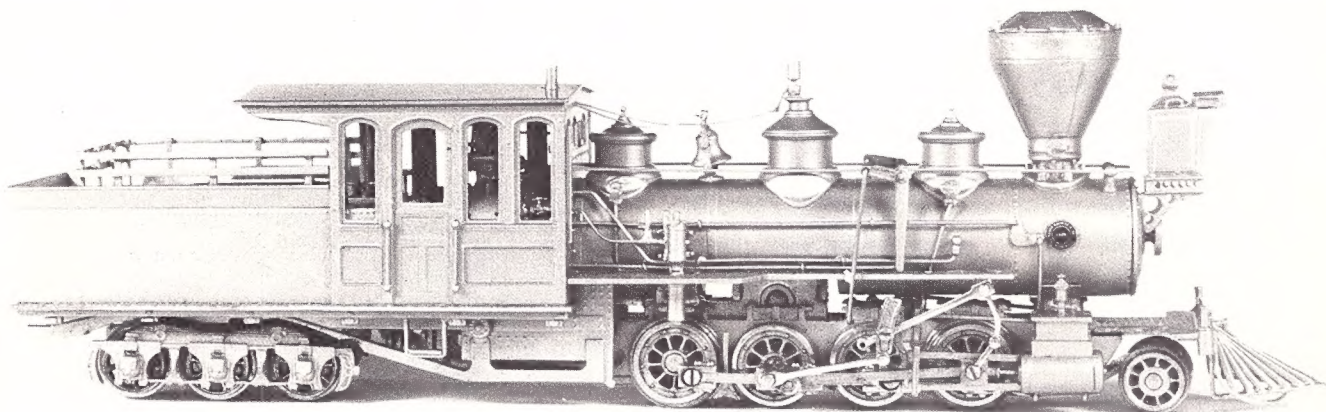
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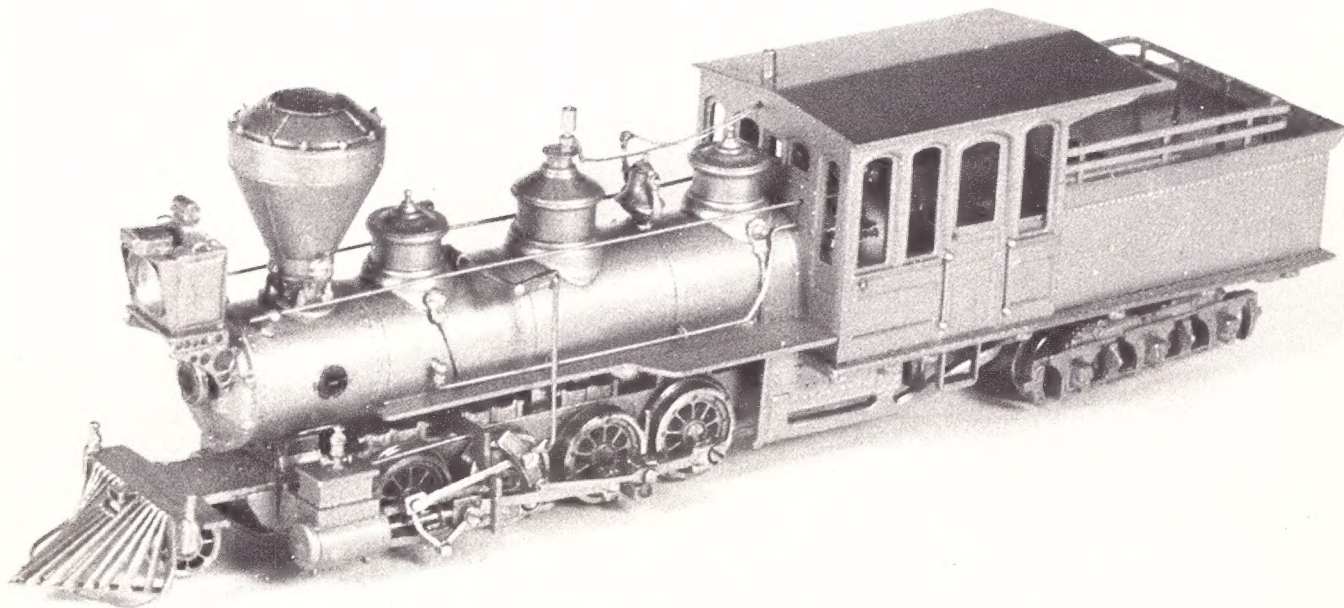
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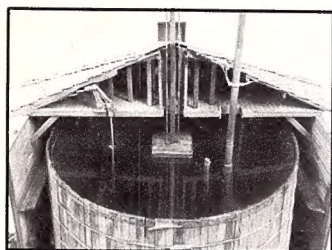
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NARROW GAUGE AND SHORT LINE GAZETTE



JANUARY/FEBRUARY 1982

VOLUME 7, NUMBER 6

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by Brian D. Pate

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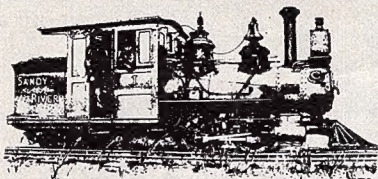
Jim Finnell has captured the charm of a rail and water interchange in his fine painting of the Lake Tahoe Railroad and Navigation Company steamer dock at Tahoe City, California. This painting is based on a photo taken about 1908 and shows that the western narrow gauge scene could be very spit and polish. Note the shingled station out over the water, the classic small steamer, and the fashions on the people transferring from water to rail.

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NARROW GAUGE AND SHORT LINE GAZETTE

Editor and Publisher

Robert W. Brown

Business and Office Manager

Irene L. Brown

Art Director

Sharon Olsen

Typography

John Bird

Associate Editors

Gene E. Deimling

Charles W. Getz

Contributors

Richard Andrews

Kelley Morris

Alan Armitage

Gary Nash

Harry Brunk

Gordon North

Mic Greenberg

Brian Pate

Ted Wurm

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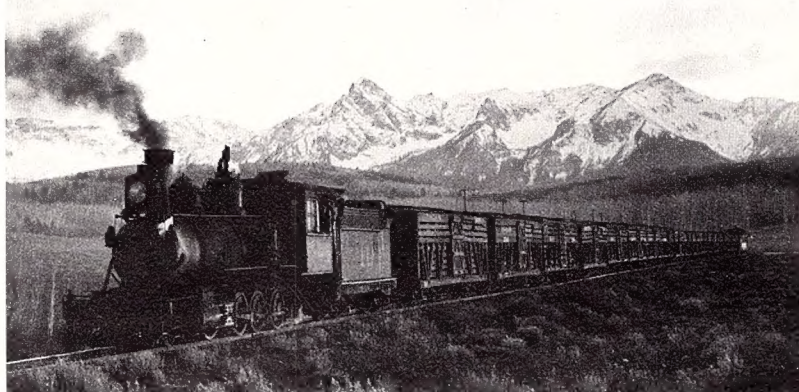
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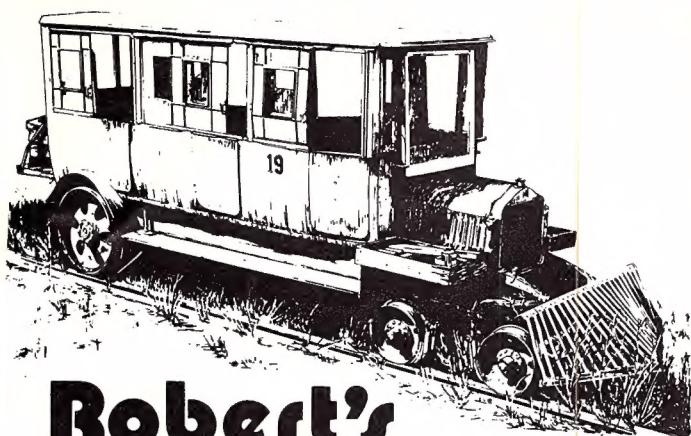
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Robert's Ramblings....

The First National Narrow Gauge Convention was an outstanding success. I asked Charlie to describe the convention in his column this month. I want to thank everyone who made the convention possible. I enjoyed myself and enjoyed meeting so many of you. There will be a second N. G. convention next year in Denver and plans are underway for a great meeting. The following year will see a gathering in the Valley Forge area so the future of our own special conventions seems assured. Watch the **GAZETTE** for details about these conventions.

One of the hi-points of the convention in St. Louis was Bob Richardson's entertaining talk at the awards meeting Saturday night. Bob began his talk by pointing out that there had been a First National Narrow Gauge Convention (of the real thing) back in the 1870's so our gathering was actually the Second National Narrow Gauge Convention. During his talk Bob mentioned that he had visited the Lawndale narrow gauge line in North Carolina where he saw the smallest three-foot combine he had ever seen. He also mentioned that he had never seen a model of this little passenger car. I thought you might like to see the car and maybe one of you might care to build a model of this unique little piece of varnish. Ed Bond provided the photo and I believe you can get plans from Edmund Collins III, Trexler Ave., Box 58, Kutztown, PA 19530. I'll give a free bound volume of the **GAZETTE** to the first one of you who sends in a good quality black and white photograph of a model of this car with a brief description. I hope you will take me up on this offer.



Cliff Grandt and I spent a pleasant Saturday morning judging the entries in the First **GAZETTE/GRANDT** Line Porter 0-4-0 Locobashing Contest. After deliberation we decided to award two second place awards and nine honorable mentions. The first place winner will receive \$100.00 worth of his choice of Grandt Line parts. The two second place winners will each receive \$50.00 worth of their choice of Grandt Line parts, and the honorable mentions will receive a one year subscription to the **GAZETTE** plus a surprise gift from Grandt

JANUARY/FEBRUARY 1982

Line. Both Cliff and I want to thank all of you who entered this competition and we hope to have another contest in the future. The winners are:

First Place:

Gregory T. Helms of Elmhurst, IL for his On3 2-4-0.

Second Place

William W. Davis of El Toro, CA for his On3 Mich Cal #11, and Bill Williams of Santa Rosa, CA for his On3 0-4-0 tender locomotive.

Honorable Mention:

Steve Austin of Marietta, GA for his On30 Forney
Andrew Sunderland of East Gary, IN for his On3 Steam dummy
Clay M. Gratz of Battle Creek, MI for his On3 Forney
Charles Brown of Baton Rouge, LA for his On30 Forney
Dick Houser of Flagstaff, AZ for his On30 tank engine
Bruce R. Pier of Spring Valley, CA for his On3 tender loco
A. P. Berntsen of Auckland, New Zealand for his 9mm scale 0-4-0T

Richard B. Voss of Staten Island, NY for his On3 2-4-4-2 camel-back Mallet

Robert L. Roegge of Omaha, NE for his On2 Forney.

We will present photos of and details on the winners in future issues of the **GAZETTE** starting in March 1982.

The President of the Slim Gauge Guild in Pasadena recently contacted me in regard to Tom Gallagher's use of the names Slim Gauge Guild North and Slim Gauge Guild South. The Guild wished Tom all the success in forming his group in the San Francisco Bay Area. However, they want it to be clear that there is only one Slim Gauge Guild and that group is in Pasadena. The Pasadena group has no affiliation with the Northern California group.

Bob Brown

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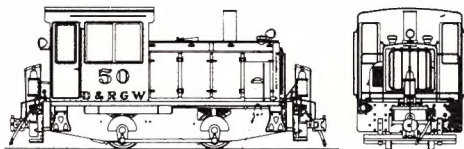
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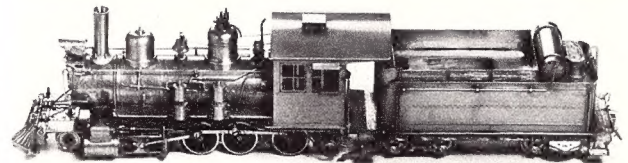


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The Pigeon Hole

Dear Bob:

Just a short letter to let you know that **GAZETTE** was not involved in a "Fraud!" as reader Glenn Joesten implies (Sept/Oct **GAZETTE**, p. 7). However, it is easy to see why he might think so, and also why photographer William Botkin might have been "mislead". His outstanding night view (**GAZETTE** May/June '81, p. 78) was as the caption said, of a K-36 on the C&TS, but the story gets complicated somewhat from this point on...

In September, 1980, a private group sponsored an "Old Time D&RGW Stock Train". This was a reinactment of the famous autumn stock extras that once blasted their way over both Marshall Pass and Cumbres Pass each fall. In order to make the train look more authentic, C&TS K-36 Number 484 was repainted and relettered for the long scrapped D&RGW #485. The C&TS lettering was replaced by the "Flying Rio Grande" lettering of the post 1940 period. Photographer Botkin chanced upon the 485 (nee 484) while she was in her temporary "dress".

The real D&RGW 485 tumbled in the Salida, Colorado turntable pit in 1954 and was scrapped 1/24/1955. (See photo.)

Best wishes as always,

Sincerely,
Mal Ferrell



Dear Bob,

Thanks for your mention of the Slim Gauge Guild in Robert's Ramblings, November-December 1981 **GAZETTE**, as we appreciate any publicity that the Guild is not defunct but just "between layouts". There is no telling how long we will be "between", given the skyrocketing cost of Sun Belt real estate, but our membership is essentially the same as before we lost our space, and we have been keeping busy.

We are happy to hear that one-time member Tom Gallagher has apparently found a novel solution to the space problem; good luck in your enterprise, Tom. But really—"Slim Gauge Guild North"? More originality in that department, please! Presumably the modular Sn3 layout is intended to go inside the one container, but still, what a thought: take several of those 40' containers, and a bunch of great big C-clamps, and...

As for the Slim Gauge Guild (uh, no "South" appended, please) currently we are well into the trackwork phase of a 6 x 13-foot display layout, in and for the Original Whistle Stop in Pasadena. The basic plan is "leave 'em running" loops in HO and HOn3, with a spur at one corner as a potential

future module connection. We doubt we can get presentable scenery finished in time for the 1982 PCR convention, but we're trying.

Sincerely,
The Slim Gauge Guild
Tom Pollock, Secretary
131 S. Madison Ave.
Monrovia, CA 91016

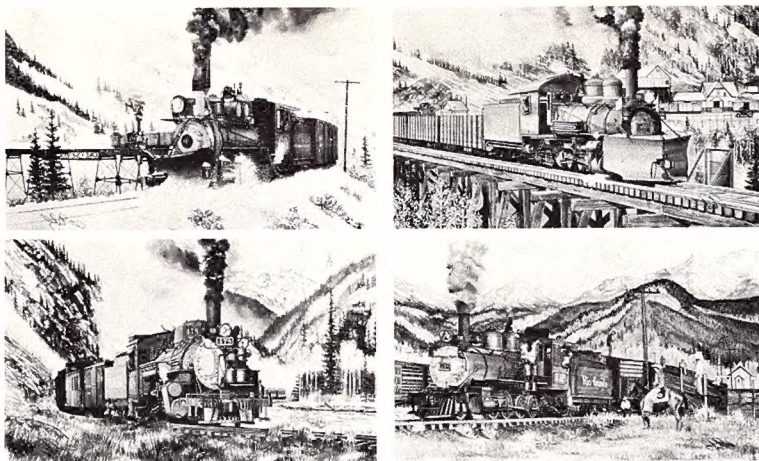
Dear Bob,

I am a newcomer to model railroading and I have discovered that color slides can be invaluable aids for the painting of models. As a help to assembling a Durango Press kit I have taken color slides of D&RGW snowplow Rotary OM. I would be very happy to share these slides with anyone who doesn't want to make the journey to Chama.

I have eleven slides from various angles. Unfortunately, I had depth of field problems on the firebox picture and part of it is a tad out of focus, but it is still useful as a painting guide. The pictures were taken with a good quality 35mm camera and Kodachrome film and with the above exception are nice pictures. I have removed the shot of my husband grinning beside the tender. The cost of duplication is \$7.00 (price breakdown: \$6.05, Kodak processing; \$0.18 NM state sales tax; \$0.77 to cover postage and packaging).

Do you think anyone will be interested? I don't want to go into the slide business, and I don't think I can handle more than five or six requests. I have been impressed by the general friendliness of model railroaders and I want to do my part.

Sincerely,
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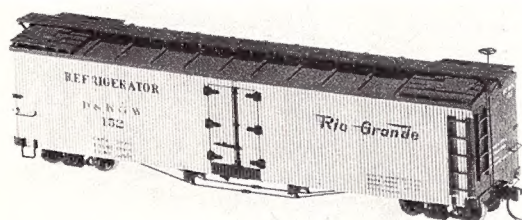
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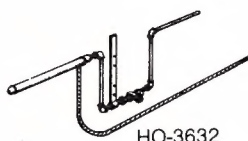
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HO-3525



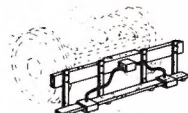
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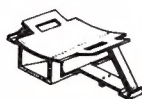
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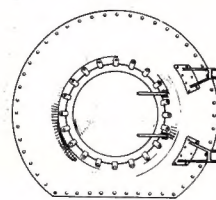
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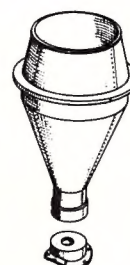
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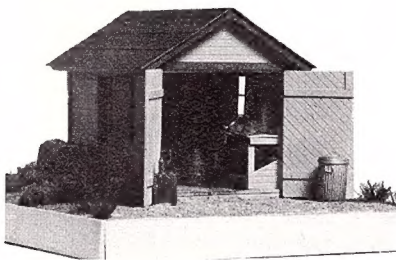


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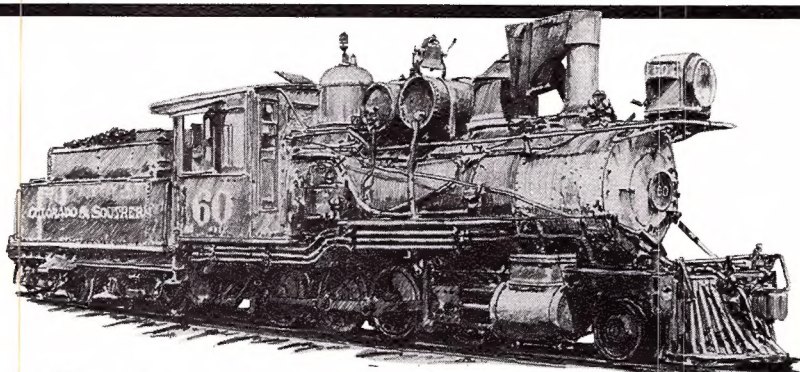


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to Quality*

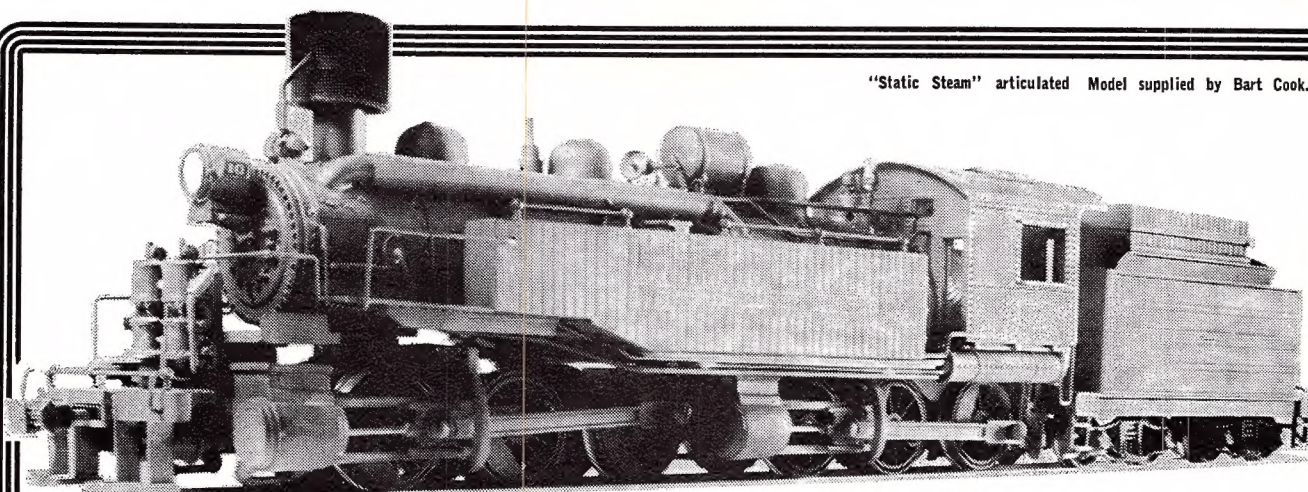
99 LYFORD DRIVE NO. 44
TIBURON, CA 94920



NO. 60



The C&S number 60 is on the way in HO n3. These engines rode the Georgetown Loop and the Leadville line and on up to Climax, over 11,000 feet up in the Rockies. Watch for them!



"Static Steam" articulated Model supplied by Bart Cook.



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ROUNDHOUSE NEWS

FLASH New HO n3 Freight and Passenger trucks

added to the accessory line. Gazette staff will be reviewing items soon! ... New for '82 Roundhouse Products 16 page Catalog Supplement! Ready now ... Please See your retailer, or you can order direct \$1.00/also at NC current Check List & News letter/send a large S S A E. (96 page HO catalog illustrating the complete line @ \$3.50).

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3819	On3 Pass. Car Steps-27" wide	1.25
3820	On3 RPO/Baggage Car Steps	1.25
3040	On3 Porter Engineer	2.25
3062-62	On3 Porter Side Tank Parts	6.00
5144	HOn3 Andrews Truck	4.50

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On3	AH&D Ditcher	200.00
Sn3	AH&D Ditcher	coming

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HO-119	HO Pool Hall/Bordello	49.95
HO-120	HO Sonora Store	34.95
HO-121	HO Shortline Engine House	59.95

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1006	HO Montezuma Post Office	18.50
1008	HO Grand Central Gold Mine	28.50

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395	On3 West Side Caboose #4	36.95
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446	HOn3 West Side Equip. Flat	2 for 17.00

THE CROSSING GATE (On3)

#8	D&RGW Stock Car Kit	54.95
#9	D&RGW Open Platform Coach	coming

SLOAN

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HOn3	TEXACO 2 dome Tankcar	1.00
Sn3	UTLX Tankcar	1.50
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HOn30	Mason Bogie 2-6-6T "Miniland"	49.95
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SSRL-2	No. 8, 2-4-4T	1908
SSRL-3	No. 9, 2-4-4T	1909
SSRL-4	No. 10, 2-4-4T	1916
SSRL-5	No. 16, 2-6-2	1892
SSRL-6	No. 18, 2-6-2	1893
SSRL-7	No. 20, 0-4-4T	1904
SSRL-10	No. 23, 2-6-2	1913
SSRL-11	No. 24, 2-6-2	1919
SSRL-12	RPO - Baggage No. 6	
SSRL-13	Parlor Car No. 9	
SSRL-14	Combine No. 11 (ex F&M No. 1)	
SSRL-15	Combine No. 14 (ex F&M No. 3)	
SSRL-16	Combine No. 15 (ex P&R No. 1)	
SSRL-17	Coaches No. 21 & 22	
SSRL-18	Cabooses No. 556 - 558	
SSRL-19	No. 1, 0-4-4T (ex B&B)	1877
SSRL-20	No. 5, 0-4-4T	1890
SSRL-21	Pulpwood Flat, No. 373 series	
SSRL-22	Cabooses No. 551 - 553	
SSRL-23	Caboose No. 555 (ex Combine 12)	
SSRL-24	Superintendent's Model T Railcar	1/2"
SSRL-25	Maintenance Railcar & Trailer	1/2"
SSRL-26	Railbus No. 3 & Trailer	3/8"
SSRL-27	Railbus No. 4 (became B&H No. 3)	3/8"
SSRL-28	Railbus No. 5 & Trailer	3/8"
SSRL-29	Depot at Strong, Maine	1/8"

Note: SSRL-22 to 29 are former Wes Ewell plans.

WISCASSET, WATERVILLE & FARMINGTON

WWF-1	No. 4, 0-4-4T	1901
WWF-2	No. 6, 2-6-2	1907
WWF-3	No. 7, 2-4-4T	1907
WWF-4	No. 8, 0-4-4T (ex KC No. 3)	1892
WWF-5	No. 9, 0-4-4T (ex KC No. 4)	1891
WWF-6	RPO - Baggage No. 1	
WWF-7	Coaches No. 2 & 3	(Former Wiscasset & Quebec)
WWF-8	Coach No. 5	
WWF-9	Combine No. 6	
WWF-10	Combine No. 7 (ex open car)	
WWF-11	Reefer No. 65	

WWF-12	Boxcars No. 67-70 & 72	
WWF-13	Flatcar No. 118	
WWF-14	Boxcar No. 309 (ex W&Q No. 29)	
WWF-15	Caboose No. 301	
WWF-16	Coach No. 4 (smoker)	

MT. GRETNAR NARROW GAUGE

MGNG-1	No. 11 & 12, 4-4-0	1889
MGNG-2	No. 15, 4-4-0	1890
MGNG-3	Open Excursion Cars	

BRIDGTON & HARRISON (Former Bridgton & Saco River)

BH-1	No. 3, 0-4-4T	1893
BH-2	No. 5, 2-4-4T	1906
BH-3	No. 6, 2-4-4T	1907
BH-4	No. 7, 2-4-4T	1913
BH-5	No. 8, 2-4-4T	1924

BH-6	Coaches No. 15 & 16	
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BH-7	Coach No. 17	
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BH-8	Coach No. 18 (ex W&Q)	
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BH-9	RPO - Baggage No. 30	
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BH-10	Baggage No. 31	
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BH-11	Tankcar No. 14 & Flat	
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BH-12	Tankcar No. 22 & Flat	
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BH-13	Boxcars No. 45-49, 50-51, 63-68, 69-70	
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BH-15	Wedge Snowplow No. 2	
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BH-16	Caboose No. 101	
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BH-17	RPO - Passenger No. 25	
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MONSON RAILROAD

M-1	No. 3, 0-4-4T	1913
M-2	No. 4, 0-4-4T	1918

M-3	Flatcars No. 20-24	
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M-4	Boxcars No. 5-8	
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M-5	Combine No. 3	
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M-6	Boxcar No. 1	
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KENNEBEC CENTRAL RR

KC-1	No. 3, 0-4-4T (ex B&SR No. 3)	1893
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KC-2	No. 4, 0-4-4T (ex SR&RL No. 6)	1892
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KC-3	Boxcars No. 21 & 22	
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KC-4	Coalcar No. 10	
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KC-5	Excursion Car No. 12	
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KC-6	Combine	
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LAUREL RIVER & HOT SPRINGS

LRHS-1	"James Wyman", 2-6-0 (became SR 2nd No. 3)	
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BILLERICA & BEDFORD (3/8" scale)

BB-1	"Puck" & "Ariel", 0-4-4T	1877
BB-2	Coach "Sylvan"	(All equipment sold to Sandy River)
BB-3	Combine "Fawn"	
BB-4	Boxcar A & Flats D to I	
BB-5	Excursion Cars B to C	
BB-6	Turntable, Switch & Track Details	

GILPIN TRAMWAY

GT-1	SHAY No. 2	1888
GT-2	SHAY No. 3	1890
GT-3	SHAY No. 5	1902
GT-4	Ore Cars (3 types)	

SURRY, SUSSEX & SOUTHAMPTON

SSS-1	No. 1, 2-4-0	1883
SSS-2	No. 2, 4-4-0	1886
SSS-4	No. 10, 2-8-0	1898
SSS-5	No. 11, 0-4-2T	1902

SSS-10	Combine No. 1	
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SSS-11	Coach No. 3	
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SSS-20	Log car	
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SSS-21	Gondola No. 55	
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EAST BROAD TOP

EBT-1	Flatcar No. 114, steel	
EBT-2	Coach No. 5	
EBT-3	Baggage No. 29 & 19	

SUMPTER VALLEY RY

SV-1	SHAY No. 102	
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SV-2	Caboose No. 5	
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LOST RIVER RR (23 5/8" gauge)

LR-1	No. 2, 2-6-2T (ex U.S.A.)	
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LR-3	Flatcars (ex U.S.A.)	
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SOUTH AFRICAN RY (23 5/8" ga.) 3/8" scale

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SA-2	Dining Car No. 116	
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SA-3	1st Class Sleeper No. 117-120	
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SA-4	Otavi Mining No. 1-15, 0-6-2T	
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SA-5	Otavi Mining No. 58-63, 0-6-2T	
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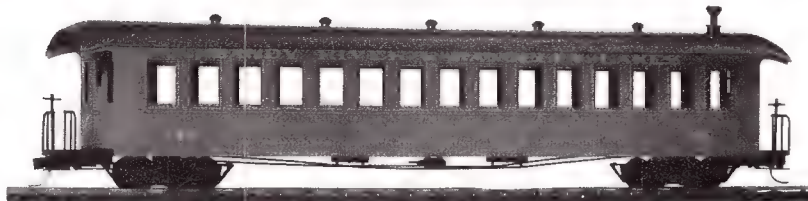


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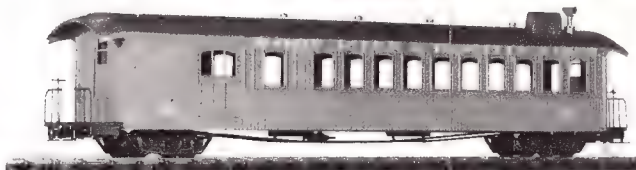
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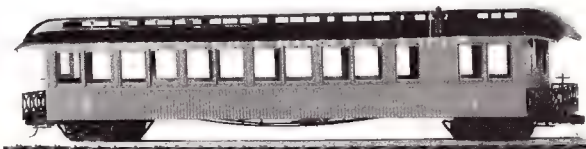
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DENVER, COLORADO
1982

WHEN: September 22, 23, 24 & 25, 1982
Wednesday through Saturday
Registration begins 3:00 p.m. Wednesday

WHAT: Clinics, manufacturer's displays, layout tours, hobby shops,
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WHERE: Airport Hilton Inn
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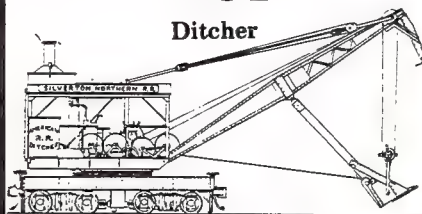
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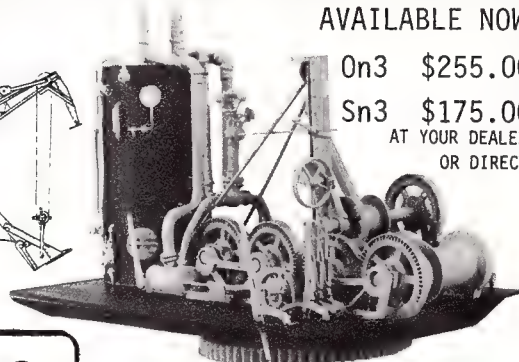
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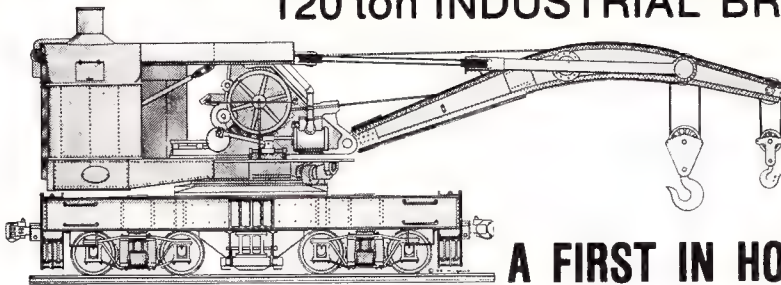
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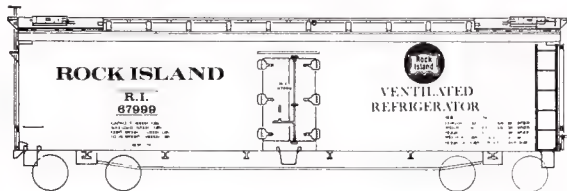
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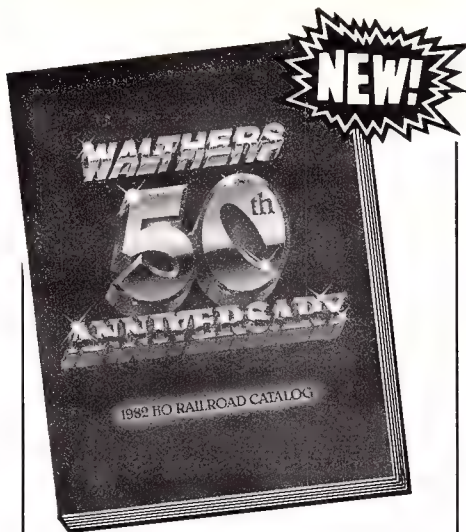
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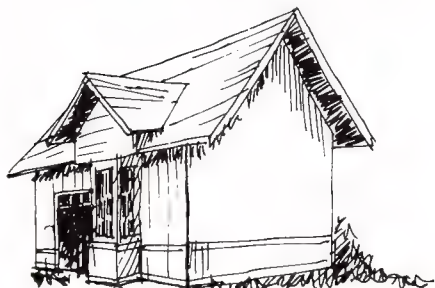
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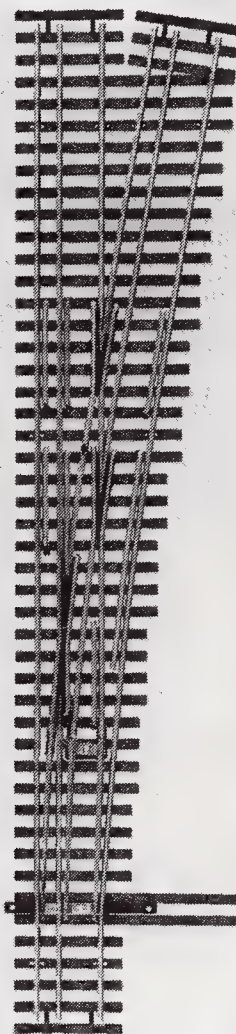
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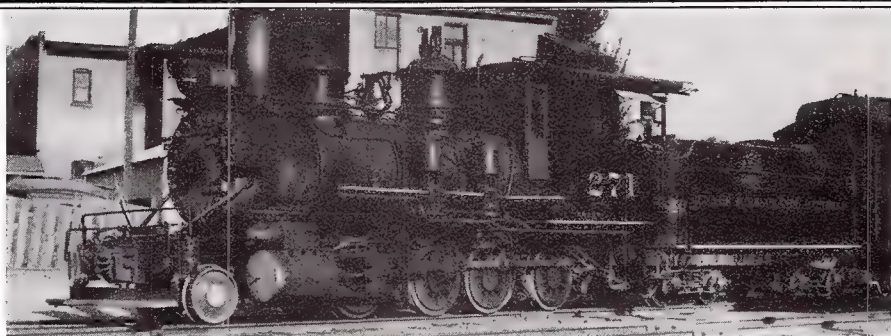


Photo courtesy of PSC

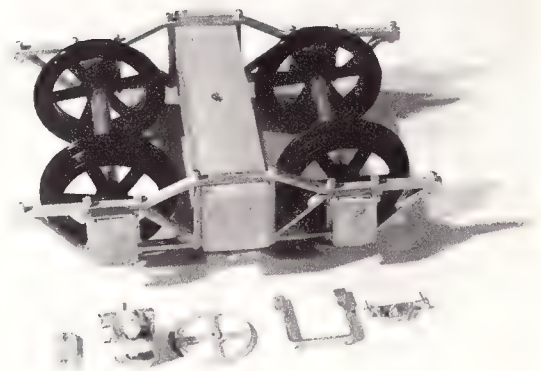
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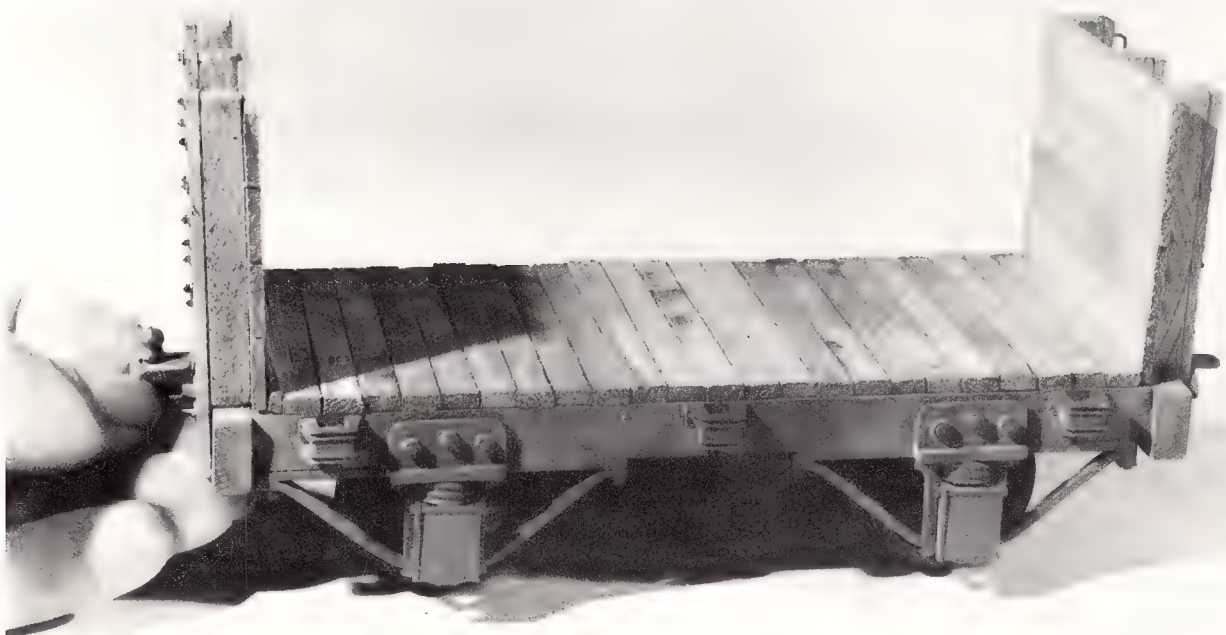
NEW in REVIEW

Don Winter, 4553 South Field St., Littleton, CO 80123 has introduced a new and exciting line of car kits and parts. Don is now providing kits for 8 cars in 1/2 inch scale which run on LGB track which is 45mm gauge. The gauge works out to 42 inches in 1/2 inch scale. I have assembled one of the four-wheel cars and the trucks and frame of the eight-wheeled kit. The cars consist of pre-cut pine for the basic body. The details are white metal castings except for some of the nuts and bolts. The caboose door and the boxcar and caboose roof formers are also plastic castings as is a water tank. The wheels are plastic and come with spokes or solid. They are mounted on metal axles. The journals have brass bushes for smooth running. Incidentally, everything in the kits except the bearings is produced in house by Don. A typical four-wheel car consists of the basic wood frame with individual deck, sides, and ends. The pedestals are white metal with individual journals and separate journal box lids. The brake details are white metal as are the large end sill nuts and bolts. All wood fits beautifully and is very easy to distress. The couplers are also white metal and have great little links and pins. Every metal and plastic part is available separately from Don which makes scratchbuilding a dream. The one eight-wheeled gondola car has trucks cast in white metal with separate journals and lids. The bolster is a solid piece of wood. Don plans several more trucks and additional kits, plus a Plymouth locomotive in this size. If you like large scale and want to try it at a nominal cost, try one of these kits. The flat and open cars sell for \$28.00 to \$30.00 and the box and caboose are in the \$38.00 range. Try one of these kits for your mantle piece but be warned they may become addictive and dangerous to your smaller scale modeling. Don has a beautiful catalog of these cars available for \$3.00. *Bob Brown.*

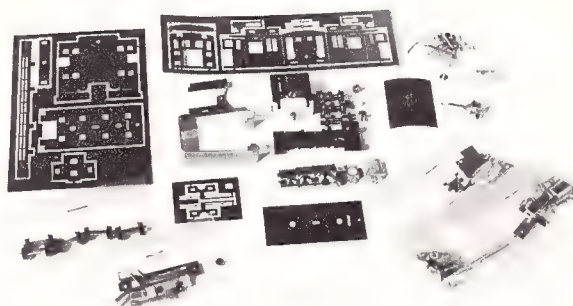


One of Don Winter's bulkhead flat cars. The kit sells for \$28.00.

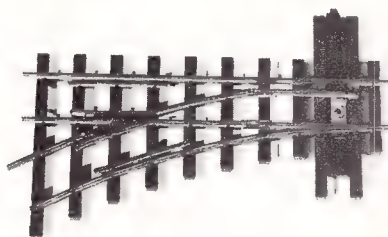
One of the Don Winter trucks with a coupler, brake wheel, step and brake roller.



Flying Zoo, Shokichi Room 202, 3.61.31, Izumi, Suginami, Tokyo 168 Japan has several new kits available. The first is for the Joe Works Mini-Land C&S 2-6-0. This little Mogul comes with two stacks and sells for \$54.95. They also have their C-16 2-6-0 available with two types of domes for \$54.95 and their new D&RG short caboose kit is ready at \$24.95. The caboose is made up of beautifully made photo engravings and brass and white metal parts. The locomotives are really caricatures of the prototype. They capture the flavor of the prototype but are not exact replicas. The little engines can be used as freelance models of course. In my opinion, that is where they have the most value to the HOn30 modeler. The kits go together very easily. The frames on all of the Joe Works engines are the same. They are plastic and either have two or three sets of drivers. In the four coupled frames the center set of drivers is replaced by an idler gear. The motor snaps in place. Make sure your motor seats straight or you may damage your gears. The pick-ups are nickel silver and have to be bent to shape and glued onto the frame. Make sure your pick-ups make proper contact to the wheels and the motor. The superstructure is made up of white metal, photo engravings, and brass turnings. A fully illustrated instruction booklet is provided with many exploded views in each kit. Remember that the entire Joe Works line is also available in HOn3 as well as HOn30. A complete line of mechanism parts is also available. Check the ads in the **GAZETTE** for sources. Track for these little models is available from Lambert as well as several of the firms advertising Joe Works products. This track comes in 75mm and 150mm straight sections as well as 500mm flexible track. Left and right hand turnouts are also ready. I think this new line of locomotives, parts, mechanisms, cars, and track is well worth looking into. They are just such darn cozy little things. You could have a layout on a coffee table or on your mantle. *Bob Brown.*



The Joe Works C&S 2-6-0 in pieces. Don't worry, they go together easily.



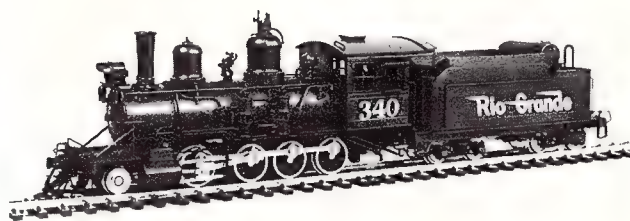
The new track available from Lambert and other firms selling Joe Works products.

A saddle tank kit factory assembled in HOn3. The caboose is the new D&RG short caboose kit. It was also factory assembled. ThinFilm decals for these locomotives and cars will soon be available.

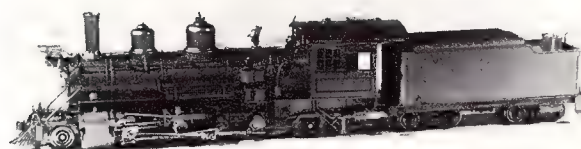


The new Joe Works HOn30 #22 built up by the factory.

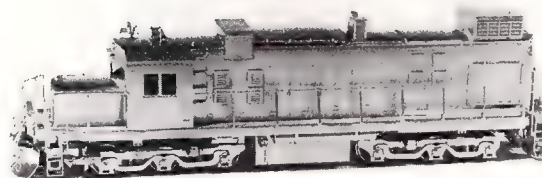
Key Imports, 99 Lyford Drive #44, Tiburon, CA 94920 has a new painted and lettered D&RGW C-19 2-8-0 available. The model is lettered and painted for #340 with the flying "Rio Grande" on both sides of the tender. These models are sprung and have can motors mounted in the forward end of the boiler. All have detailed cabs. Write to Key for information. *Bob Brown.*



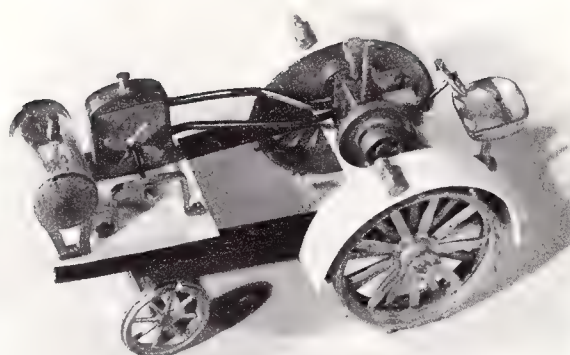
PFM, P.O. Box 57, Edmonds, WA 98020 has their new series of Sn3 K-27's available. The model shown represents an outside valve K-27 typical of #452, 455, 459, 462, and 463. If you want to model #453 and 464 you can make a new tender shell. The second version of K-27 available is an inside valve locomotive typical of #454, 456, 458, and 461. The third K-27 is the famous RGS #455 as rebuilt following its wreck in November 1943. Number 455 is modeled with its cut down C-43 cab, standard gauge tender shell, and the headlight changes and missing cylinder covers. All of these engines have removable cab roofs with a removable backhead. There is no backhead detail but the modeler may add it if he wishes. All the engines come with a snowplow. There is also a series of notes about the various engines included with each kit. The locomotive shown in the photograph is beautifully made and runs very well. The construction is very solid with no fragile areas. The finish is exceptional with no blemishes or crooked parts. The model should sell in the 400 to 450 dollar range. If you are a K-27 lover or in Sn3 look into one of these fine models. *Bob Brown.*

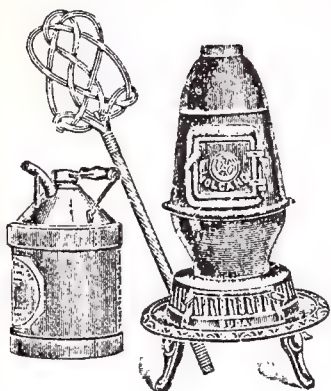


Iron Horse Models, 1120-A Gum Ave., Woodland, CA 95695. The White Pass and Yukon is still running. One of the reasons for its success is the fine set of diesels used on the line. Eleven of the WP&Y diesels were built in 1969 and 1972 by the Montreal Locomotive Works. The Iron Horse HOn3 model comes assembled and runs well right out of the box. The detail is fine and the construction carefully done. The model sells for \$259.00 and would be a welcome addition to any modern image narrow gauge line. *Bob Brown.*



Don Winter, 4553 South Field St., Littleton CO 80123. I didn't think Don could come up with another "funky" tractor after the Harr Parr unit issued last year. But he has. His latest O scale tractor is called a Waterloo Boy tractor and is from the 1920's. The kit consists of an ABS channel frame with sheet styrene decks. The wheels and other details are all well done white metal castings. I put my kit together in about an hour and a half with no trouble. You do have to study the instructions carefully before you begin. This little tractor sells for \$19.00.



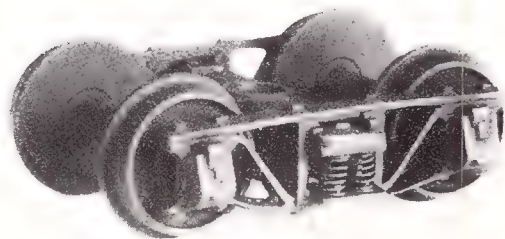


Bits & Pieces

What's New in Detail Parts

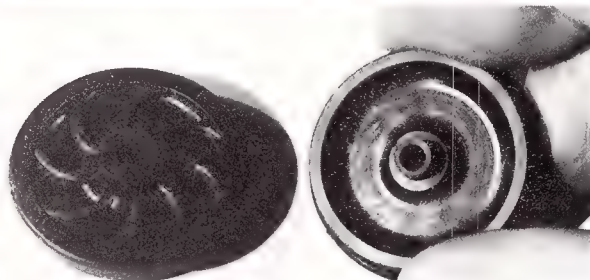
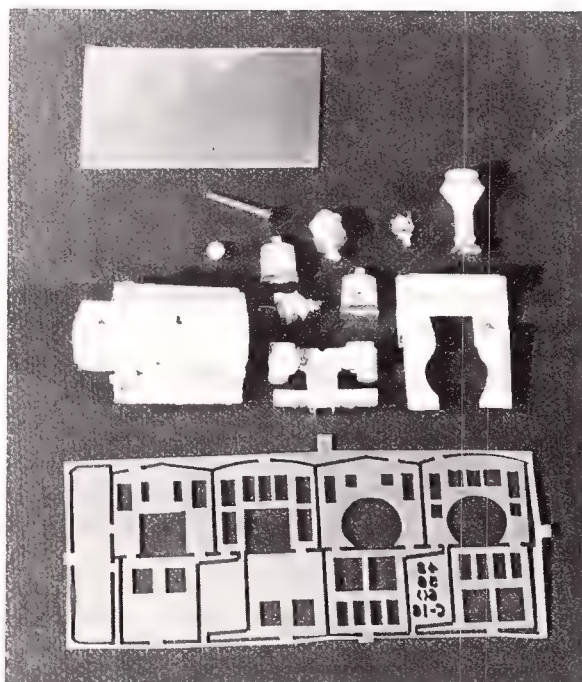
by Bob Brown

Grandt Line, 1040 B Shary Ct., Concord, CA 94518 has a new engineer for their O scale Porter 0-4-0T. The white metal engineer is available painted or unpainted. The painted man sells for \$5.00 and the unpainted figure will cost you \$2.25.



Old Pullman Modellbahnen, P.O. Box 8712 Stafa, Switzerland, has the first HO_{n3} sprung truck to come out since the Central Valley one many years ago. The trucks come assembled and blackened. They are beautiful little models and roll very well. The prototype is for the D&RGW. Assembled trucks sell for \$13.90 a pair and kits are available for \$10.90 per pair. Air postage is \$3.00 up to 10 pair. *Bob Brown.*

Robert Sloan, 30 East Pleasant Lake Rd., St. Paul, MN 55110 has a new kit for those of you with strong eyesight. The new kit builds up into an N_{n3} superstructure for a D&RG/RGS/EBT 0-6-0T. The superstructure is designed to fit onto a Marklin Z scale 8800 mechanism. The kit consists of a set of white metal castings for the boiler and tank, domes, stack, headlight, cylinders and pilot beam, bell, and a rear deck. The cab is a set of photo-engraved pieces and the cab roof is a sheet of brass. Full directions for assembling this kit and modifying the Marklin mechanism are provided. The kit sells for \$25.00. *Bob Brown.*



Russ Simpson Modelmaker, P.O. Box 256, Smith Flat, CA 95727 has entered the "booming" 1/2 inch scale market. Russ now has 26-inch scale wheels for sale. The wheels are cast in styrene and are webbed on the backs. The axle hole is cast in. You will have to mount the wheels on axles but no other machining is necessary. The wheels sell for \$1.00 each.

In Brief...

Heimbürger House of Publishing Co., 310 Lathrop Ave., River Forest, IL 60305 will publish a new large format book on Rio Grande Steam Locomotives in standard gauge. This 200 page book will describe engines from 0-6-0 to 4-6-6-2 with 140 photos and 26 drawings. Retail price will be \$23.95 ...

Clear Creek Models, 42 Greendale St., St. Louis, MO 63121 has a new styrene 23 foot ore car in HO_{N3} reminiscent of the Gilpin Tram. Also planned is a styrene kit for a Colorado Central boxcar in HO_{N3} ...

Robert Sloan, 30 E. Pleasant Lake Rd., North Oaks, MN 55110 has the largest line of narrow gauge decals on the market. Bob now has 10 new sets available in N_{n3}, HO_{N3}, S_{n3} and O_{N3}. Each set will letter at least 20 cars and locomotives for a road in all lettering styles from the beginning of the road until its abandonment. These sets are: DSP&P Tiffany and plain reefer cars; SPC, NPC, North Shore, NWP; Carson & Colorado, N-C-O, NCNG, SP narrow gauge; Pacific Coast, Sumpter Vy.; WP&Y, Ohio River & W.; EBT; and the ET&WNC. By using these decals and the other sets available from Bob just about every narrow gauge car you want to model can have the correct lettering ...

McKenzie Iron & Steel Works (Bill Roy), P.O. Box 3695, Eugene, OR 97403 is starting a new newsletter based on the old Timberman magazine. Bill plans to call it Timberperson. A \$3.00 fee will bring issues until the money runs out. Hopefully 6 issues ...

Central American Rail Tours, 14479 Misty Meadow, Houston, TX 77079 plans a rail tour of the Ferrocarriles de Guatemala from February 27th to March 7th, 1982. This may be one of the last tours in the area because of the political situation. If you are interested write to CART for information ...

J&E Products Co., P.O. Box 757, Milan, TN 38538 has a new set of O scale 1895/1910 Pullman decals available. These decals are for the windows and lettering on Pullman cars. The sets sells for \$10.95 ...

Miniature Vehicle Mfg. Co., Westborough, MA 01581 has a variety of new O scale vehicles such as a Model A pickup or delivery truck at \$35.00. They have a Model AA panel at \$43.00 as well. All models come painted and lettered. They also have a new 1927 Mack fire engine in O scale at \$39.95. In HO they offer a Model AA panel truck for \$12.95, and a Fowler's showman's engine at \$29.95 ...

Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233 has a new scenery book on the way by Dave Frary. Its 12 chapters cover all sorts of techniques including the new water soluble scenery systems, all for \$10.00 ...

Campbell Scale Models, P.O. Box 121, Tustin, CA 92680 has a new cannery building which looks terrific. Lots of interesting angles, loading doors, and corrugated siding, HO scale for \$40.00. Campbell keeps releasing the old Timberline structures which are perfect for narrow gauge lines ...

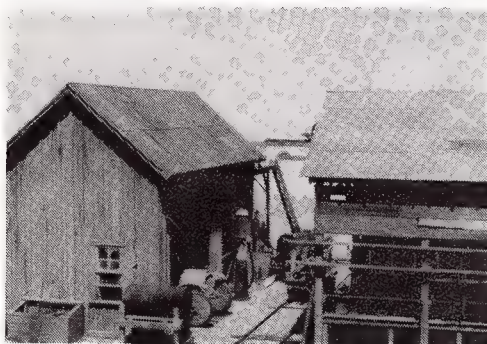
Chooch Enterprises Inc., Box 217, Redmond, WA, 98052 has lots of junk for sale. Junk loads, that is. These come partly painted and can be quite convincing. Prices vary from \$3.50 to \$6.50. In O scale look for the Triangle Drug store with a price of \$99.50 ...

Detail Associates, Box 197, Santa Maria, CA 93456 plans to release detail parts in HO-O-N. In HO look for grab irons, new Harriman roof vents, boxcar door latches and tackboards and ladders. A lot of parts are suitable for the multiscale ...

Colorado Railroad Museum, P.O. Box 10, Golden, CO 80402 has their Colorado Rail Annual #15 available for \$19.50. You will get articles on the Utah Northern, UP Mountain division, and the Gilmore & Pittsburgh all by leading authors ...

C.D.S. Limited, P.O. Box 2003, Station D, Ottawa, Ont. Canada KAP W3 has released nine new dry transfer lettering sets for Rio Grande Narrow Gauge Cars. These sets were prepared from new work generated from photographs supplied by John Maxwell and the Colorado Railroad Museum. Each set provides enough lettering for a single car style, with the lettering authentic for the 1940-45 era. Lettering is available for locomotive, box, gon, stock, caboose, and refrigerator cars, either in the earlier 1920's circular Herald, or 1941 Flying Rio Grande Scheme. Special note should be made of C.D.S.' Old Time Rio Grande Sets for turn of the century modelers. In HO scale, each set sells for \$1.10 (Canadian), O and S scales also are available and retail for \$1.90 (Canadian). C.D.S. Limited has narrow gauge sets for other railroads including the White Pass, DSP&P RGS, F&CC, and C&S ...

The Star Models Line has been purchased by Sam Halter, Rt. 1, Box 136, Hawkins-C Cummins Rd., Paris, KY 40361. Sam will be selling the O_{N3} F&CC coach #53 and combine #50 by direct mail ...

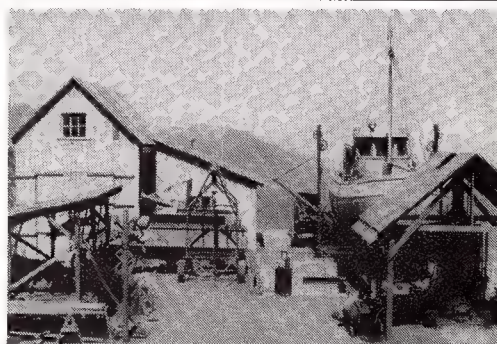


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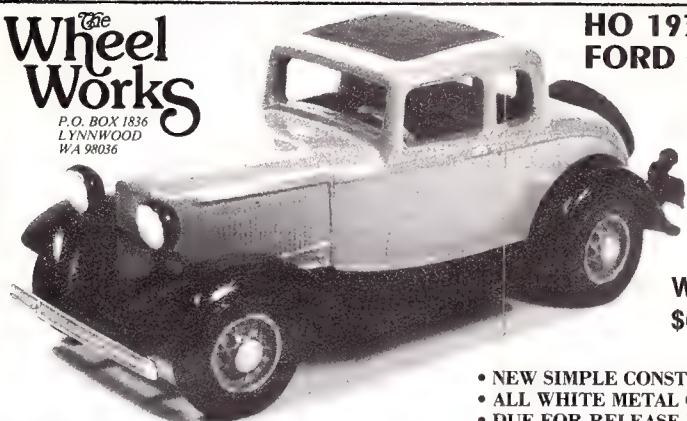
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The Narrow Gauge SCENE

by Charlie Getz



Were you there? Did you see it? The "there" is St. Louis! The "it" – the First National Narrow Gauge Convention. And what a show it was! Editor Brown asked me to report on the convention for those of you not able to attend.

For four days, 400+ narrow gauge fans attended clinics, swapped items, saw manufacturers' displays, visited home layouts, and participated in one of the finest contests ever held. Unlike some other conventions I have attended, this one was entirely enjoyable in every respect. Not only that, it was well organized to boot.

Imagine if you will, the spectacle of 400 people sharing your interests (narrow gauge, that is) with some of the most inspiring model work you have ever seen. That was the essence of the Narrow Gauge Convention. The hotel facilities were superb, providing ample space for all the clinics, contests, and displays. (The hotel staff did seem a bit overwhelmed by it all, but they cheerfully adjusted to hundreds of model railroaders all talking

in a strange language about "D & RG", "Gallopig Goose" and "Sn3". I'm sure they suspected we were a cadre of computer experts doing top secret defense work.

Each conventionaire received an official program, which listed no less than 20 clinics. These clinics were outstanding. Obviously, I was not able to attend all of them, but the few I attended were well presented. You could learn about Two-Foot Gauge Railroads from Dick Andrews, Narrow Gauge in the Mining Industry from George Konrad. Details from Kelley Morris, Converting Plastic Rolling Stock from Moe Mechling, Light Weight Scenery from Bob Hayden and Fred Hamilton of MR Fame, and Clutter from our own Bob Brown. The clutter clinic was fascinating, with Bob's own non-patented technique for the junk piles so typical of railyards. The Hayden-Hamilton clinic on light weight scenery was really an inspiration, and will be the subject of a new Kalmbach book.

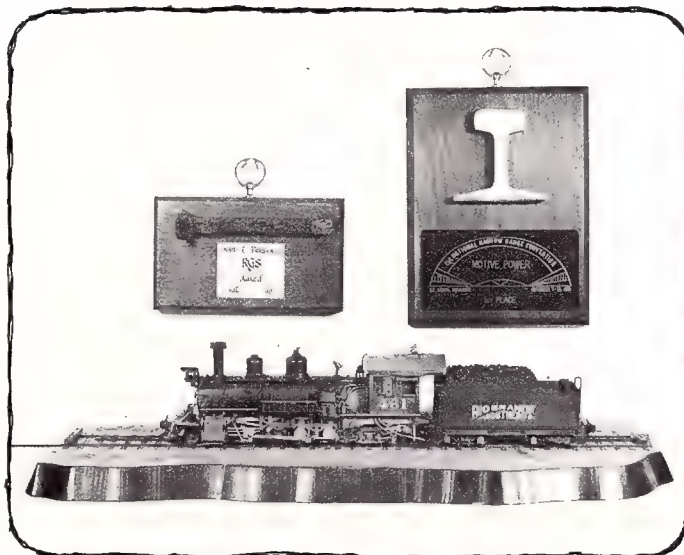
These and a variety of other equally

excellent clinics (no slight intended in not mentioning every clinic by name) would make attending the convention worthwhile alone. But there was much more.

To save space and time, let me share some quick impressions. In the manufacturer displays, Bill Peters of PBL brought the entire Chama yard in Sn3 – a real show stopper. Bob Rands and Sons had a short switching layout featuring a mill building to display their HOn3 gondolas, marketed under the Clear Creek Model's name. Don Winter's new line of LGB size – rolling stock and detail parts, along with his new magazine for this "larger than life" scale. Dynatrol's new independent train control system, put out by PSI. (Simplicity itself – you run up to 15 separate engines merely by plugging in color coded stereotype jacks into outlets which correspond to a particular engine. Even double headers are possible with this system, with sound promised.) Our good friends from Japan, Flying Zoo, with their HOn30 Mini-Land line, this time with an entire roster of narrow gauge engines.

A beautiful model with its awards. Lewis Bartig's On3 K-27 with the Karl E. Parshall RGS Award and the first place award from the Narrow Gauge Convention. Photo by Robert Hegge.

First place passenger cars and Best in Show awards were won by Bob Shank of Durango, Colorado. The award was presented by co-chairman John C. Kalin of St. Louis. Both Bob on the left and John model in Sn3. Bob is the manager of the Narrow Gauge Hobby Shoppe in Durango, Colorado. Photo by Robert Hegge.





(Some unnamed wag after watching these little engines tear around the display, promptly dubbed them "slot-trains", a bit unfair but catchy. Indeed, these little engines and cars really capture the imagination, and I overheard not a few orders from some very well known personalities.)

In the contest room (probably the finest held in some time) the quality of the work was exceptional. Best in show, and best in passenger cars were won by Bob Shank, Sr., Durango, Colorado, with his DSP&P chair car number 191. The interior in this car had to be seen to be believed, with fabric covering on all the swivel seats. The Robert Hegge photo shows Bob Shank getting his award from convention co-chairman John Kalin. Another Hegge photo shows RGS #461, a beautiful On3 K-27 built by Lewis Bartig, who won both first place in motive power as well as the Karl Parshall RGS award presented by the Ohio based Mini-Bunch. Pictures of these and other contest winners can be found in the Gallery.

There were several layout tours. John Kalin's beautiful Sn3 layouts, had scenery reminiscent of the Slim Gauge Guild. There were HOn3, On3 – even a TTn3 layout on display. We also had the opportunity of visiting Bob Hegge's Crooked Mountain Lines, and seeing the work of William Clouser, whose work with Strathmore is unsurpassed – both real treats. A final treat was the opportunity to visit Leo Myers, a legendary live steamer, whose models of the General and period rolling stock are absolute perfection. Had to leave all too soon.

Miscellaneous Impressions: Chatting with some great people; drinking a few nightcaps with old friends (and some crazies), creating a new x-rated magazine; meeting narrow gauge fans from England and New Zealand; trying to find ground foam for Bob Hayden's clinic; meals in fast food places, and one elegant dinner; seeing St. Louis' famous arch, but also some nice period buildings; the National Museum of Transportation – interesting!

The convention ended on a satisfying note at a "non-banquet awards presentation" with comments by Bob Richardson

of the Colorado Railroad Museum fame. Bob started his remarks by noting that this actually was the *second* national Narrow Gauge convention, as the *first* national Narrow Gauge convention was actually held in St. Louis a hundred years earlier. Of course, that convention was pretty much like this one – a group of railroad presidents gathered together to discuss the merits of narrow gauge. I was not able to attend the awards presentation, as the Rocky Mountain Railroad Club annual banquet happened to coincide with the date of the awards presentation, and I hopped a plane to Denver to make the banquet. (By the way, the banquet was terrific with the showing of some rare Otto Perry films of vintage Colorado steam, as well as a chance to meet some legendary people from the Rocky Mountain Railroad Club.)

All in all, the first National Narrow Gauge Convention was a huge success. There has been some discussion whether this should be an annual event. The consensus of those with whom we spoke with was that an annual event might be pushing it a bit, and a convention every other year would be preferable. Thus, a group from Pennsylvania wishes to sponsor Narrow Gauge "East" in 1983 at Valley Forge, Pennsylvania, near Philadelphia, and EBT country, and again the consensus seems to favor that site. However, there will be a 1982 convention in Denver. I understand the Mini-Bunch wants a 1984 convention in Columbus, Ohio. Whenever, do not miss the next one. Credit should be given to Craig Brown and his crew in St. Louis for their very hard work in organizing this successful event. We all had a good time.

In the Red Face Department, at least my recent column on the East Broad Top was read. I got a number of letters listing things that I had forgotten. Most notably forgotten was the Gem's imported HOn3 EBT Mike as well as their passenger car and freight car sets, the latter of which may not have ever been produced. (Joe Luber of Pro-Custom Hobbies even sent an old Gem catalog just to rub it in.) Also overlooked was a steel box car article and

plans in the July 1978 **RMC** (also plans in the December 1953 **RMC**), and a series of articles in the **NMRA Bulletin** in January 1973; the Quality Craft box car kit in HOn3; plans from Edmund Collins, Box 58, Kutztown, PA 19530; and a number of books by Ron Morgan on the EBT region, including *Tales of the Broad Top* Volumes 1 and 2, and *The Robertsdale Story*. Finally, at the convention, it was persistently rumored that Key Models may import an HOn3 EBT Mike. Robert Sloan has a set of new decals in the popular scales for the EBT, and the EBT book is coming. It looks as if that little column may have generated some interest in EBT. My deep appreciation to all of those of you who took the time to write, and do keep the information coming.

In the "Narrow Gauge Notes" department I hope to present, as space and subject matter allow, an occasional prototype idea you might copy for your layout. These will be drawn from "Narrow Gauge Country" and I hope you will submit your own ideas for publication. The first is, appropriately enough, in honor of Editor Brown's clinic at the St. Louis convention – clutter. Too many layouts are far too clean, even though the buildings and rolling stock may be cluttered. They just don't have typical piles and piles of junk and debris. Even in some areas where the railroad no longer runs, it is extremely common to see junk piles, be they urban or rural scenes. For example, the photo shows an old 1940's era pick-up truck which forms the foundation for as nice a pile of debris as you will ever see. This picture was shot in Central City, Colorado a few months back and just a few feet away from the Gilpin Hotel. Note the dented oil drum, the two cans which contain trash, and the myriad of lumber, dirt, and old rusted automobile parts which litter the scene.

In his clinic, Bob mentioned that wagon wheels and parts can be used effectively, and in quarter-inch he suggested using the old Boraxo wagon set. I recently obtained a couple of these wagon sets, which can readily be used as a source of spare parts. I'm not sure if they are still available, but you might write to Joe Kern, Manager of Public Relations for U.S. Borax, 3075 Wilshire Boulevard, Los Angeles, California, 90010. Tell Mr. Kern that the **GAZETTE** sent you, and ask him how you can obtain one of these wagon sets. Mine cost \$1.00 each, with the Boraxo box top, and provide 20 mules, some figures, and three wagons.

Well, that's it for this column. Keep the cards and letters coming in, and the very best of this New Year to you all.

Charlie

Military Light Railway Rolling Stock of the U.S. Army

by Richard Dunn
Photos from the
author's collection



In my last article, which appeared in the Sept/Oct 1979 **GAZETTE** (out of print), I discussed locomotives built for the U.S. Army light railways during the First World War. In this issue I will briefly describe the rolling stock used on these light railways. As in my previous article, only equipment built specifically for the U.S. Army will be described. The American Expeditionary Force (AEF) did use French and captured German equipment but that is another story which is better left for another time.

Most of the U.S. Army 60 cm gauge rolling stock consisted of eight-wheel flatcars, gondolas, tankcars and boxcars. All of these cars were constructed on the same basic underframe.

The first company to build cars for the Army was the Magor Car Company of Clifton, New Jersey. As far as I know these cars were designed by Magor. Their design was copied by the American Car and Foundry Company of Milton, Pennsylvania and the Ralston Steel Car Company of Columbus, Ohio. These basic cars were 22 feet long, over the end-sills. The flats, gondolas and tankcars were 5 feet 7 inches wide. The boxcars were the same

length over the sills but were 6 feet 6¼ inches wide. These cars were produced from 1917 to late 1918. A total of 1,695 cars of all four types were constructed. As of this writing I do not know how many of each type were built, but surely flatcars and gondolas made up the majority of the cars.

The flatcars were very versatile and were popular with the army railroaders. This was also true of the gondolas. However, the gondolas had dropsides which were difficult to use. These dropsides were held up by steel stakes similar to those found on the flatcars. Problems arose when it came time to unload a car full of ballast or coal. The weight of the load against the sides made it very difficult to pull the stakes and drop the sides. This was changed in the field on a number of gondolas. The change eliminated the side stakes as the means of support and replaced them with a locking device that was mounted on the ends and across the middle of the cars.

The two versions of boxcars that were supplied to the troops were not popular. They were top heavy and caused many derailments. Most boxcars were used in

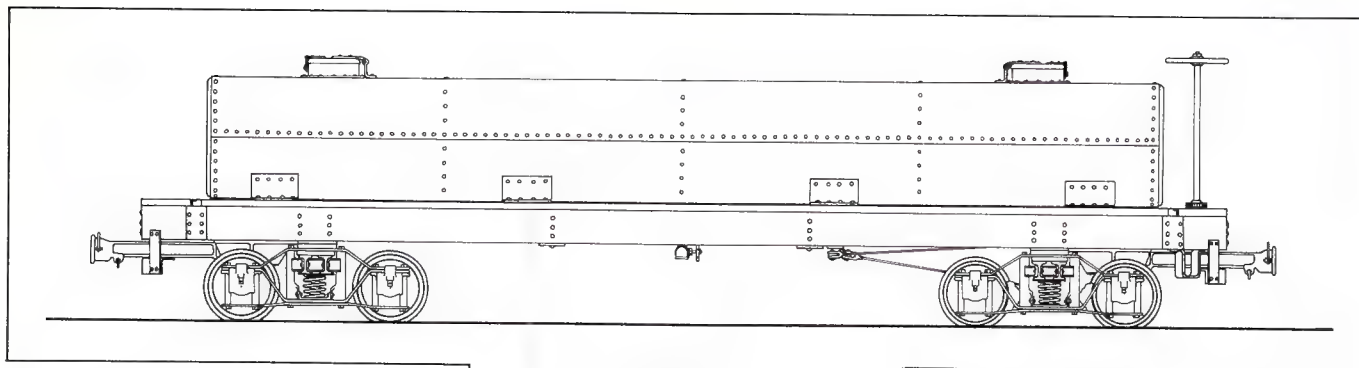
shop trains or for other special uses. The tank cars were also considered to be top heavy, but only when loaded.

Broken drawbars were a common problem on all the types of cars. Experiments to improve the drawbars were worked on but were never implemented because of the end of the war.

Besides the eight wheeled cars there were four wheel cars of different types. The four wheel cars were used as dump cars, push cars, and even as special carriages for moving heavy guns over the 60 cm track. Companies such as Kilbourne and Jacobs Mfg. Company, Western Wheeled Scraper Company, Buda, Allied, and American Car and Foundry were some of the major manufacturers of the four wheelers.

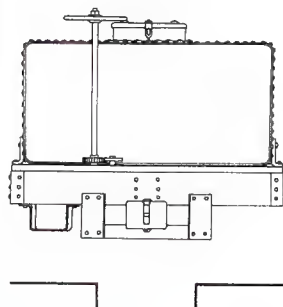
After the war most of the 60 cm equipment was given to the French government or sold as surplus. Back in the United States, equipment that was never shipped due to the armistice found its way to various army bases such as Fort Dix, New Jersey or Fort Benning, Georgia and was in use through 1945. One private use of surplus equipment included the Winchester Lumber Company who used many ex-

Title photo: Modified boxcars used to haul troops to the rifle range at Fort Benning, Georgia.



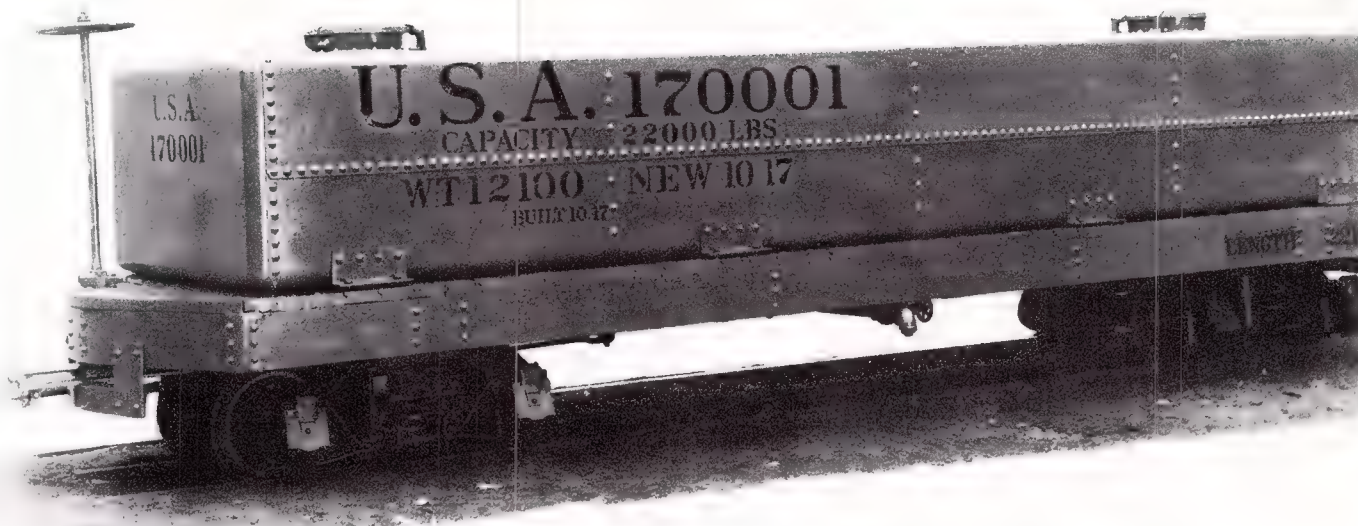
U.S. Army flatcars and converted gondolas as log cars on their Lost River Railroad out of Wardensville, West Virginia.

You can still find some of the eight wheeled flats and gondolas in use on tourist railways in France and the United States. Although these cars do exist they are few in number and few, if any, have been restored to their original condition. Let's hope that at least a few of these cars are restored for historical purposes before they are all scrapped and gone forever.



Scale: 1/4 inch = 1 foot
Drawn by Richard Dunn

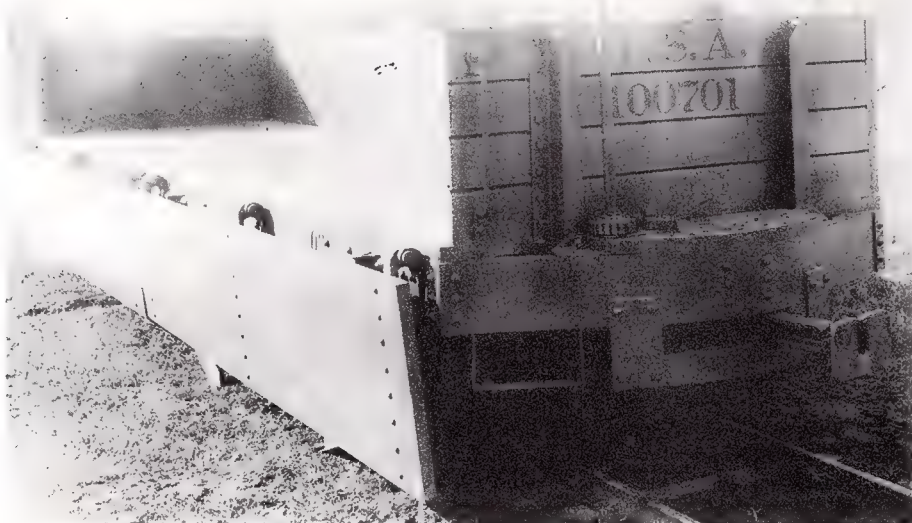
An American Car and Foundry Company builder's photo of a basic U.S. Army tank car.



The basic U.S. Army boxcar which was built with or without the side drop windows. The windows may have been found only on the earlier shipments of boxcars.

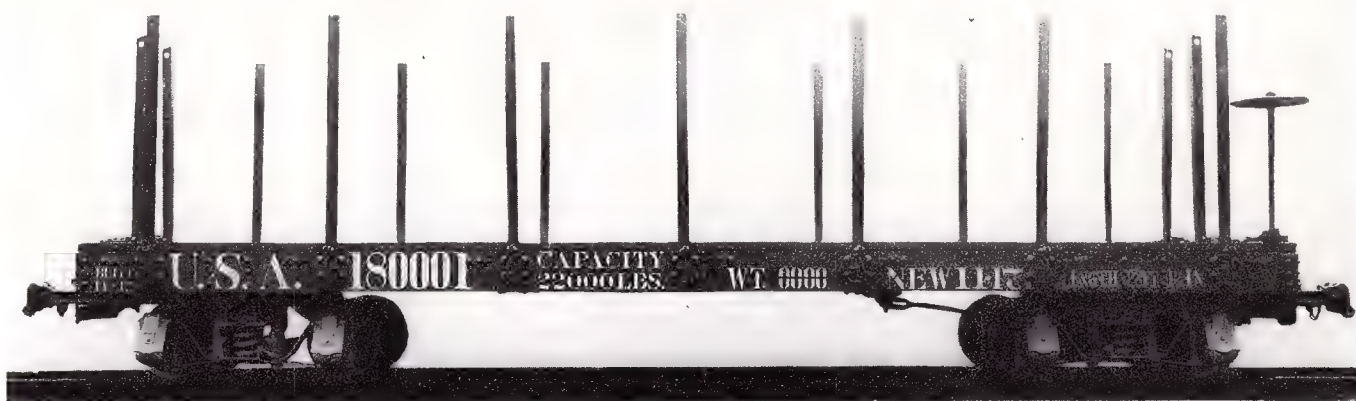


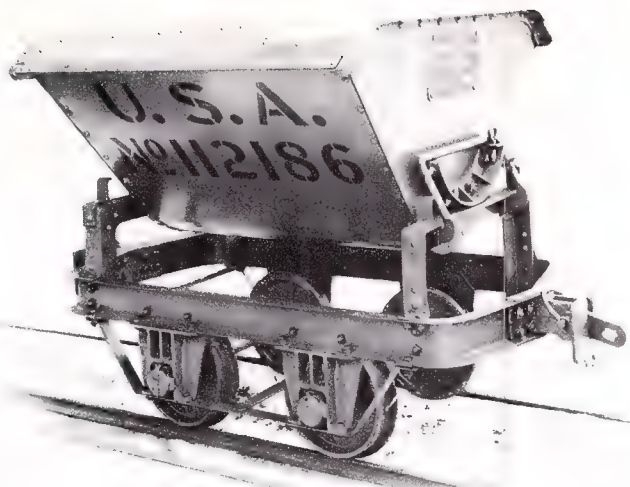
A basic U.S. Army gondola car shown at the Magor Car Company test track in 1917.



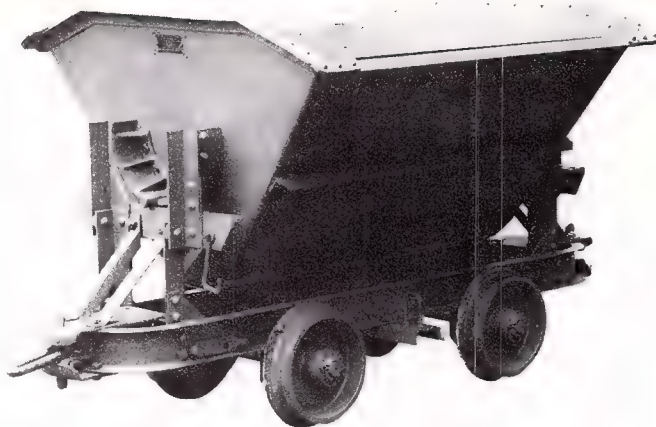
A basic U.S. Army gondola with the side in a dropped position.

The basic U.S. Army flat car with stakes shown in 1917 at the Magor Car Company.

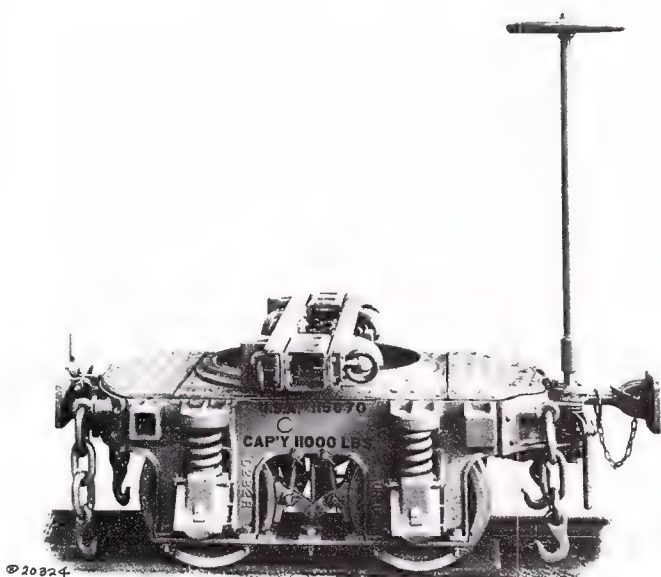




A Kilbourne and Jacobs Car Company four-wheel dump car.



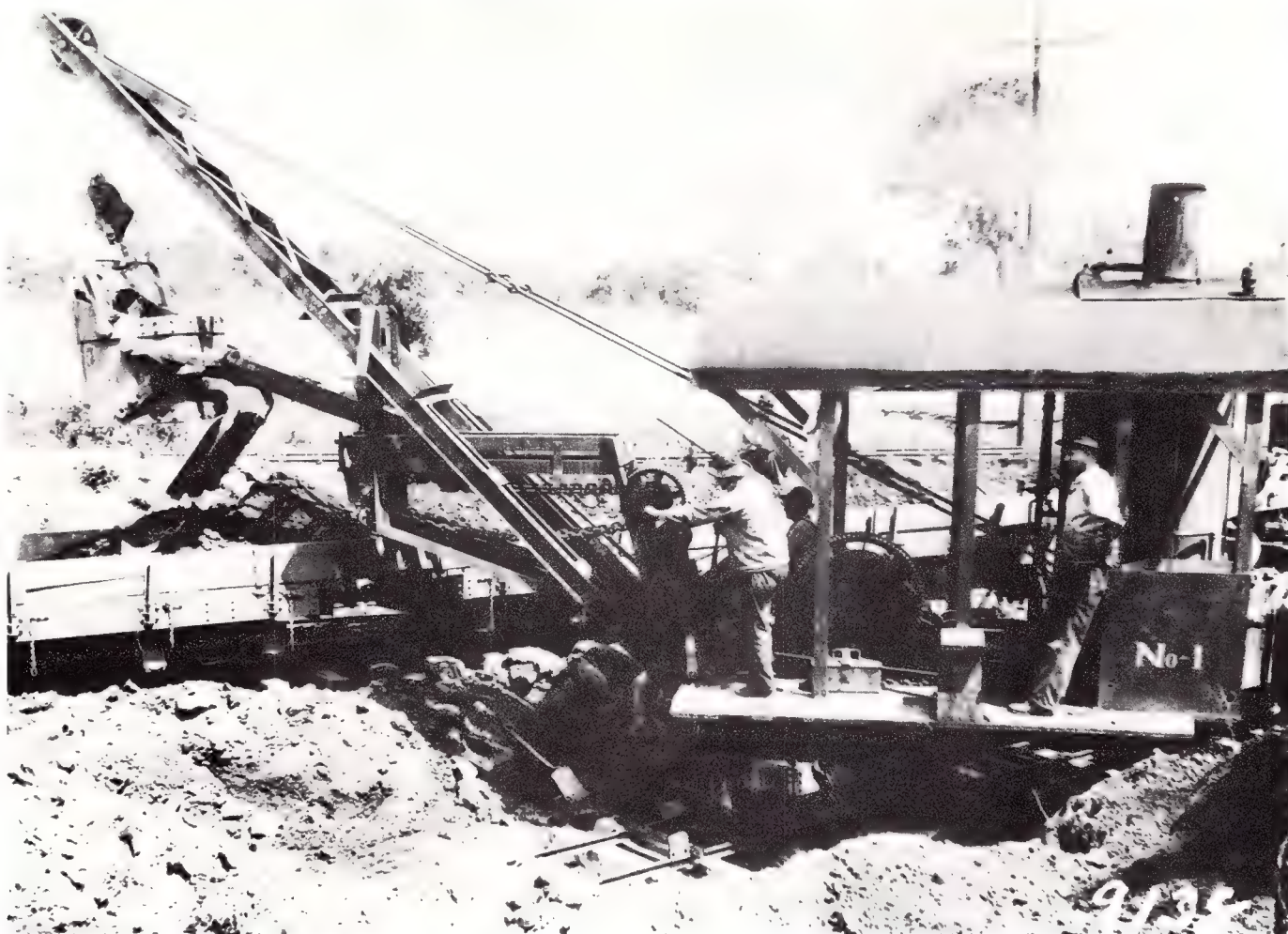
An Allied Car Company four-wheel dump car.



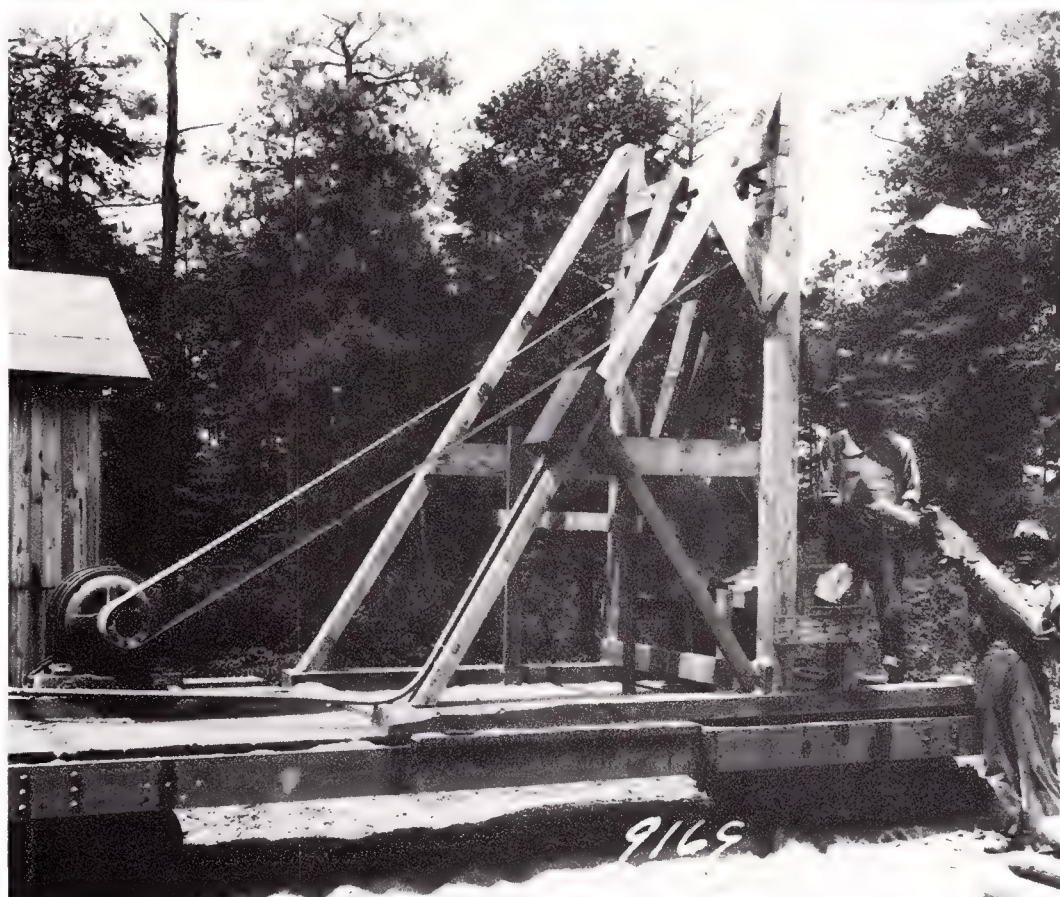
One of the special trucks used to move heavy guns over the 60 cm light railways.

A Western Wheeled Scraper Company dump car shown with some French dump cars at Abainville, France in 1913.





One of the 60 cm flat-cars with a steam shovel mounted on its deck. This unit was used at Fort Benning, Georgia. They must have had to tie this contraption down because of the overhang. Notice the low-side gondolas being loaded.



A portable sawmill in use at Fort Benning, Georgia. This machine was used to cut cord wood. The sawmill is mounted on a standard U.S. Army flat car.



Boxcars in use as a Summary Court somewhere in France in 1918. Notice that these cars do not have side windows.



Flatcars set up to haul the wounded from the front lines to the rear areas in France in 1918.

Gondolas with a modified latch system somewhere in France in 1918.



REALISTICALLY SPEAKING

by Gary Nash

Photos by the author

About six months before his article in the July/August 1981 **GAZETTE** Ken Hamilton wrote to us at the Scale Model Weathering Company extolling the virtues of weathering aluminum corrugated roofing using PC board etchant. He said that this method resulted in a very realistic aged appearance. Mic Greenberg and I had also been seeking more realistic weathering methods to simulate the rusting of corrugated metal, only in O scale.

At that time I had been experimenting with a metal toner called Alum Black. This liquid gave aluminum corrugated material a dull, aged look with traces of rust in a grey tone. By taking Ken's basic technique further using the etchant and paint or Alum Black we achieved a very nice rusted and weathered appearance on our corrugated metal. We also developed a technique for weathering corrugated paper. By using the methods described here you should be able to achieve very realistic weathered corrugated roofs and siding ranging from slightly aged to extremely deteriorated.

Etching Corrugated Metal

First cut the aluminum to the desired shape and size with a #11 X-Acto blade and a metal scale ruler. Use a small roller to flatten out any unwanted burrs or bends that may result from the cutting. Now add any nail holes, rust holes, and general distressing with a sharp point and your #11 blade. Then fasten the roofing pieces to a section of illustration board with double-faced Scotch Tape.

Airbrush either Floquil Grime, Roof Brown, Rust or a 50/50 mixture of the Brown and Rust. Vary the paint coverage from medium to light on the roofing material. Prototype corrugated roofing was only occasionally painted; but painted or not, rust had its effect—so weather accordingly. The Grime and Roof Brown/Rust paint will give you a basic weathered appearance. By painting the aluminum material before you etch it you cut down your chance of having unwanted shiny areas on your roof.

Remove the painted pieces of corrugated metal from the illustration board before you dunk it in the etchant. The key word in using etchant is control. Since the

roofing material is a little thick it will take a bit of time before it starts "cooking" in the etchant. As soon as it starts to etch, dunk the roofing material in water. After the water halts the action of the etchant blot the pieces on Kleenex. Don't just leave the roof material in the etchant; you will lose control of the etching process if you do. It's a little boring but if you constantly hold onto the roofing material with a pair of tweezers while going back and forth between the etchant and the water you will have complete control of the process and you will get the most realistic results. Repeat the etchant to water to Kleenex as many times as you want. Once you have achieved the desired look give your roofing material one final blotting and put it on a piece of illustration board to dry. One more point... since etchant has a tendency to continue its "action" well after blotting I recommend that you spray all the pieces with Testor's Dullcote or some other kind of fixative. During my experiments with etchant I found that by carefully bending about 1/2 inch of the points of an old pair of scissors at a 45 degree angle I was able to use the scissors to hold the pieces of roofing material just below and even to the surface of the etchant. This allowed the most even distribution of the action of the etchant.

Using Alum Black

All that is required for the Alum Black method is a medium sized glass or plastic receptacle and the Alum Black solution. Because this method results in a soft grey/black color with streaks of rust you will not need to distress your corrugated material any more than by adding nail holes. In this process you must leave the roofing material in the Alum solution for a minimum of 7 to 10 minutes. When you remove the material from the Alum bath you can decide whether to continue the process for further toning of each piece. Once you have the look you want, blot the weathered material and spray it with a fixative like the one used in the etching process.

Weathering Paper Corrugated Material

Corrugated paper material is available from Simpson Products. This material

Making the Most of Small Places

Part 2: Weathering Corrugated Roofs

Photo opposite top:

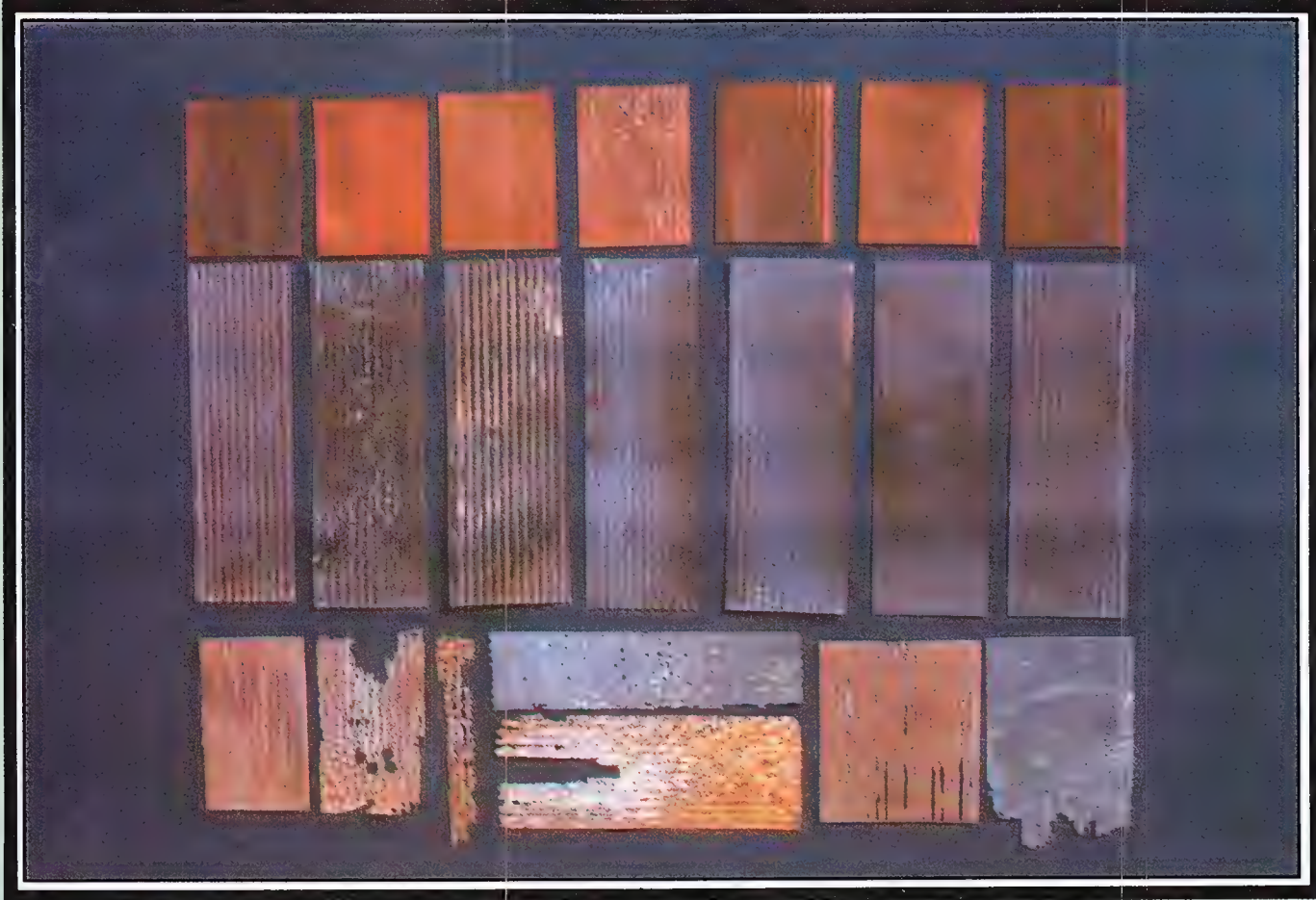
TOP ROW: Simpson Corrugated Paper airbrushed with Floquil Rust, then detailed with pastels and dirt.

MIDDLE ROW: The Alum Black treatment on Corrugated Aluminum.

BOTTOM ROW: The etchant procedure on corrugated aluminum with different base colors. The pieces were left in the etchant for various lengths of time.

Photo opposite bottom:

An etchant weathered roof on my diorama garage. Some pieces were left unpainted while others received medium air brushing with a 50/50 Rust/Roof Brown mixture. To create yet another variation some pieces were sprayed heavily then partially wiped clean with a cloth and straight Dio-Sol leaving the recessed portions alone. All were submerged in etchant for different lengths of time to create the variegated look of the finished roof.



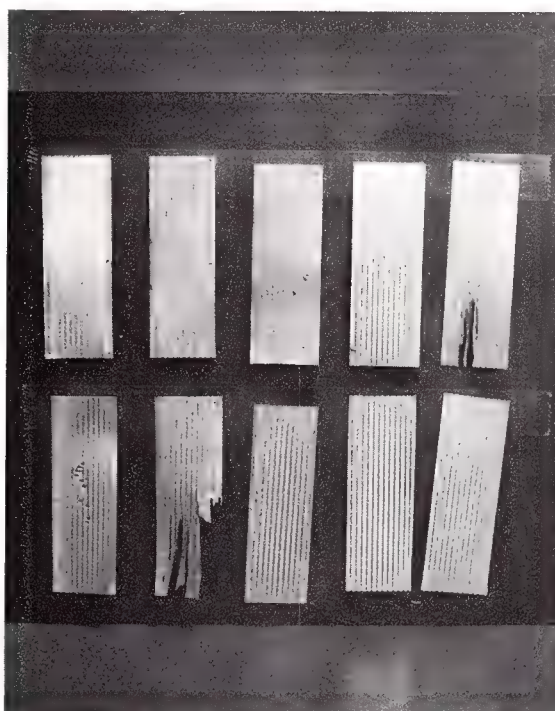


cannot possibly be as realistically weathered as metal but when it is properly painted it looks quite good. The trick to use when weathering corrugated paper is to take advantage of the texture or tooth of the paper itself which seems to become more obvious after airbrushing. What ever color you choose for the base color always pick complementary pastels and finely ground dirt for final coloring. These all give a soft look to paper roofing material. You must use Dullcote as a fixative when weathering paper roofing with dry colors and dirt.

Sources of Materials

Archer Etchant: your local Radio Shack
 Alum Black: Bluejacket Ship Crafters,
 50 Water St., So. Norwalk, CT 06854

Corrugated Aluminum: Williams Bros.,
 181 B St., San Marcos, CA 92069, and
 other sources.

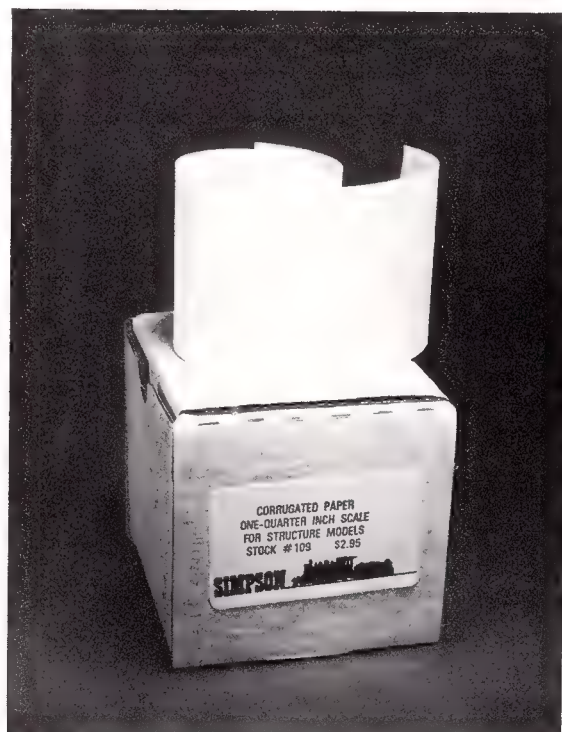


Top left: The material needed for weathering corrugated material. On the left is a glass with Kleenex. Next a glass for the Archer Etchant which is available at all Radio Shack stores. The Alum Black is in the small bottle. Just in front of the Floquil paints are the tweezers and various pointed tools used for distressing the corrugated material. The roller on the right of the photograph is used for flattening out the roofing material after it has been cut.

Center left: Metal corrugated material distressed with rust and nail holes. The material is taped down to a piece of illustration board prior to spray painting.

Center right: The Archer Etchant, glass for the etchant, a glass of water, the Kleenex, a piece of illustration board for drying and the painted pieces of corrugated material.

Bottom right: A roll of Simpson paper corrugated material.



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An Enclosed Water Tank in HO Scale for a Really Cold Basement

by Brian D. Pate
Photos by the author



Figure 1. The enclosed water tank at Brookmere, B. C., was still standing in 1980. It is a bit unusual in having two spouts. The general condition is quite good. Notice the staining of occasional boards in the exterior siding.

Railroading is different near or north of the 49th parallel, especially in winter, and it was even more arduous in the age of steam. Back then, in addition to snow up to the roof line and the other pleasantries of a hard prairie winter climate, water froze solid—unless you did something about it. And that is where enclosed water tanks came in.

Railroaders near the coast or further south are familiar with the precautions adequate to protect against the occasional nip of frost at night—usually a saw-dust filled “frost box” around the fill-pipe underneath the conventional tank. When, however, the temperature plunged to below zero for weeks on end, more heroic measures were required to prevent the whole 40 thousand gallons or so from

turning into a solid block, useless for slaking the thirst of the dozens of steamers that might visit even a rural tank in the course of a week. So railroads built a complete heated structure around water tanks, generally octagonal in plan for economy of material, and complete with a roof, windows and a door to keep out the cold.

There were two scenic elements that announced your impending arrival at a Canadian prairie town in the steam era, since they could be seen from some distance away. First were the grain elevators, two, three or more depending on the “importance” of the place, and second was the octagonal railroad water tower. This was so much a quintessential feature of the landscape that I determined to add

one to my layout, which features the Canadian Pacific Railway in the 1930's and 1940's.

Unfortunately, with the passage of time and the end of the steam era, enclosed tanks or indeed railroad tanks of any kind are becoming scarce. The odd survivors near Vancouver are of the unenclosed kind, since the climate is benign. I personally know of only four enclosed tanks left in B. C. and Alberta, and of these the closest to Vancouver is at Brookmere, just over the Coast Mountains at the other end of the Coquihala Valley (noted for its spectacularly tough railroading terrain and fifty feet of snow in an average winter). At Brookmere, the Kettle Valley Railway (later part of the CPR) building south from Spence's Bridge met Jim Hill



Figure 2. The model tank general view. It was built with one spout, in line with the more general CPR practice, but followed the Brookmere tank in details and coloration, including the siding weathering. Both the double door and the roof hatch are open, and the float indicator shows that the tank is full.

and the Great Northern building north from Princeton, before turning west down the Coquihala to the coast. The Coquihala line is now torn out, but the CPR still runs an occasional freight from Spence's Bridge through to Princeton and Penticton, right by the still-standing Brookmere tank in what remains of the Brookmere yard.

I visited the tank in 1978 and took some exterior photos (Figure 1) with telephoto shots of some of the outside details (Figure 3). I measured all I could reach and figured to "count boards" for the rest. There were some unusual features of the tank, notably two spouts. There is a story that one side was CPR and the other Great Northern. More likely, the tank location in the throat of a busy engine servicing facility made two spouts more

efficient. The tank was in remarkably good shape, being off the beaten track and hence away from vandals. Even the paint was relatively intact (with just some boards stained dark by the weather) and so was the shingled roof.

In 1980 I visited the site again, and persuaded the man who now owned the structure to let me inside. There I took a raft of flash pictures including some straight up of the bottom of the tank proper. See Figure 4.

Then I had some luck in meeting Tony Beaton of Calgary. He was kind enough to give me copies of the CPR blueprints for their standard 40 thousand gallon enclosed tank, and also showed me his beautiful S scale model built from them. Thus inspired I set to work.

Comparison of my measurements with the plans showed that, while the Brookmere tank was the same size across, it was somewhat higher than the standard tank, and the window placements were different. I presumed that there was some variation in details from tank to tank; consequently I chose to build more or less from the plans, but using the Brookmere tank for coloring and also some details and their placing. I also elected to build the version for very cold climates. The walls and ceiling are double sheathed, and the enclosure is heated by a coal stove, the flue of which passes up through the water in the tank. There is a substantial bunker built between the tank legs to store a winter's supply of coal.

I built the tank essentially as the CPR did, beginning with the foundations, which are modelled from a combination of strip wood and plaster, painted Floquil concrete (Figure 9). Foundations looking like this are often found when hiking along old rail lines in the B. C. Interior.) Each post footing has a steel locating peg, and the wall foundations have steel studs in the correct prototypical spacings, all made from brass wire painted rusty. The track was next laid in code 55 rail, and the surroundings sceniced in part with "cindery" dirt taken from around the Brookmere tank (to add a poetic touch). Spilled water was modelled on the track with varnish, and spilled coal was added outside the loading trap-door.

Next I erected the tank substructure from pre-stained pine stripwood, tipping a mental hat to the CPR B and B crews who had a much rougher time than I did with twelve by twelves, sixteen feet long. Then I added cross bracing with every joint through-bolted with Grandt NBW's at both ends. (See Figures 6 and 8.) I discovered that, with the structure built up in place on the foundation pegs, I could lift it off and replace it with everything re-registering quite well. Then I added the tank floor joists, using CPR lumber dimensions.

The tank proper was built up stave by stave over a styrene cylindrical former (an aid that the CPR did *not* enjoy), with bands of black nylon and band-tighteners of insulation stripped from hook-up wire. At this point I added the plumbing, a 6-inch fill pipe with valve (telescoping brass tubing and a brake wheel), a 6-inch overflow pipe (which leads down to outside the structure at ground level), a 9-inch delivery pipe with an operating flap-valve at tank floor level (brass tubing soldered to brass strip) and the stove (turned and filed from brass bar stock) with its flue (brass tube) and spark arrester (fine copper screen). Some of the top end of the plumbing can be seen in the top view of the tank in Figure 7.

The water surface is acetate. The tank is in fact watertight and I toyed with the idea of filling it with real water. However visions of water slopped all over the layout (or a contest model table) eventually dissuaded me. Nit-pickers note that the in-



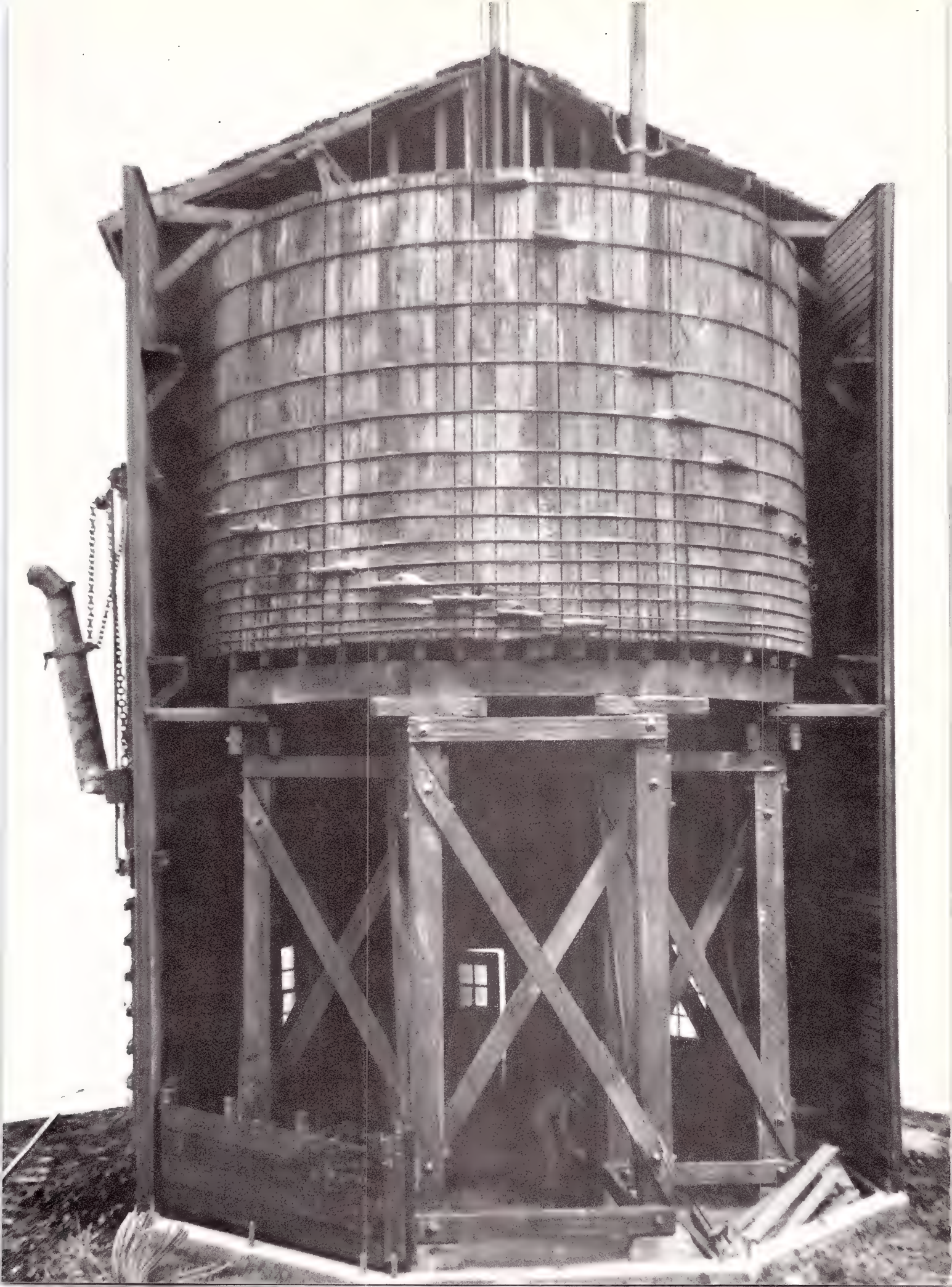
Figure 3 (top left). The junction between the delivery and sway-pipes on the Brookmere tank. The wooden sway-pipe frame is reinforced with sheet iron where the butt-end of the sway-pipe comes to rest. Changes in construction over the years are evident from empty bolt-holes and an additional layer of siding around the delivery pipe.



Figure 4 (top right). Inside the Brookmere tank house looking straight up to the underside of the tank proper. Note the two delivery pipe elbows. The pattern of wood weathering is the result of many years of being soaking wet.

Figure 5 (top left). One half of the model tank house detaches to show the interior. The two access galleries and the ladder to reach them are visible, as well as the truss structure in the roof space. Made entirely from styrene, the tank house is painted inside to resemble unpainted grimy wood.

Figure 6 (opposite). The other half of the model tank house showing the interior. The tank proper was built stave by stave. Its substructure is through bolted with Grandt NBW's. The coal bunker and the figure stoking the stove can also be seen.



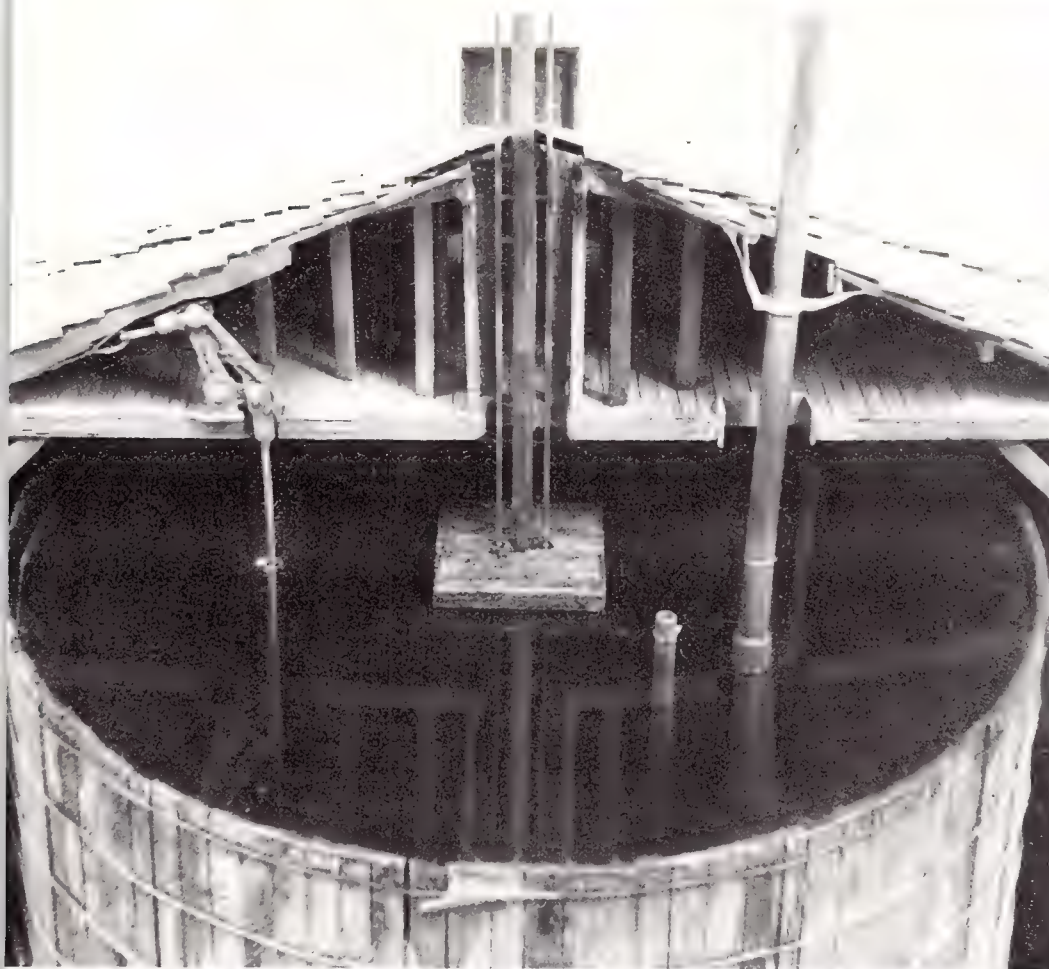


Figure 7. The top of the model tank. Passing through the acetate "water-surface" can be seen at left the rod which actuates the delivery valve at the bottom of the tank. This is pulled by a rope connected to the triangular crank. At center is the float which operates the ball indicator above. At right is the stove flue pipe, with the fill pipe to its left and the over-flow pipe behind.



Figure 8. The bottom of the model tank substructure shows the coal bunker built around the substructure bents, the coal delivery hatch and some coal spilled outside from the last delivery operation. The bottom of a tank house was also used for storage of useful junk.

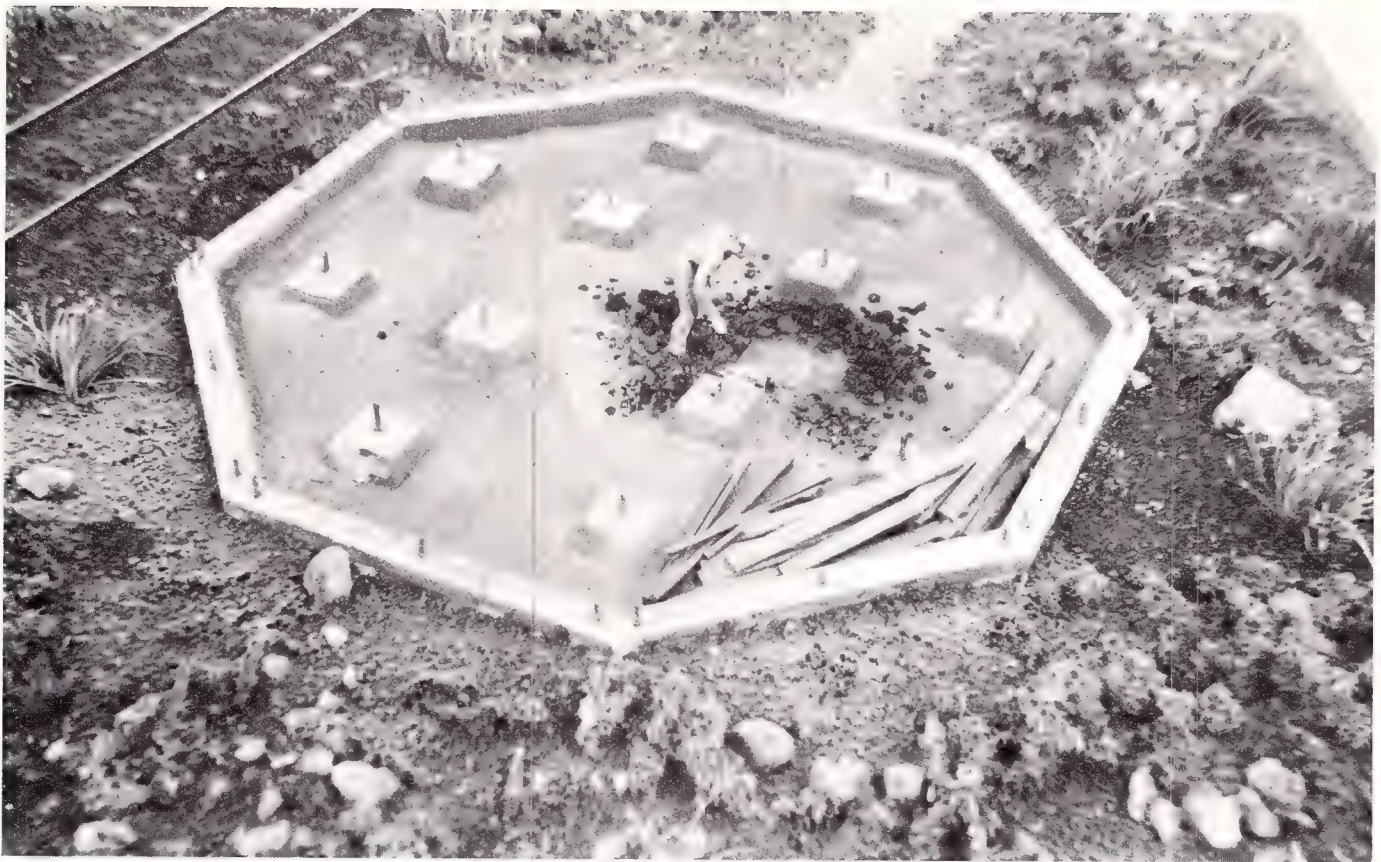


Figure 9. The model foundations for the twelve tank legs and the tank house walls, each with the prototypical studs (steel locating pegs). The figure is tending the stove which lifts off with the rest of the structure. Dirt around the foundation came from near the prototype Brookmere tank. Foundations like this are still a common sight along abandoned railway lines in the B. C. Interior.

terior of the tank is *not* modelled two thirds the real depth to give the effect of light refraction.

Then on to the house structure. Here I switched to styrene, a total of 8 scale inches thick, since the prototype used 1 inch thick sheathing (fancy outside, tongue and groove inside) over 6-inch studs. I scribed my own siding stock, and marked in the nail holes on the inside only, following the prototype. The outside was painted CPR Tuscan Red with the trim a lightened Floquil Weathered Black, while the inside was painted Floquil Foundation, weathered with black artist's oils and then oversprayed with Floquil Grime to give a passable resemblance to unpainted but grimy wood (Figure 5). Double-hung windows were made from clear styrene with mitred muntins from 1/32 inch drafting tape, and double panelled doors were added, swinging from touches of contact cement. Five of the eight walls were attached with braces to the tank substructure and come (with half the roof) off the foundation with the tank itself as a unit. The other three walls and half roof come off as a second unit to show the interior.

The tank house has a double sheathed ceiling over which is an eight panel roof, the two interconnected to form a truss structure. The roof is wood shingled (with individual shingles of 10 mil styrene applied with contact cement. The whole job

took a couple of evenings, and the results are well worth the effort). There is a hatch on the roof leading into the roof space, and a second hatch leading through the ceiling to a cat-walk above the water surface. Other details inside the house include two galleries running right round the tank, to allow access for tightening the tank bands. You reach the galleries by a ladder (Figure 5).

The water level was indicated by a ball sliding on a finial rod (visible in (Figure 2) actuated by a wooden float (visible in Figure 7). The model is full, the Brookmere tank of course being empty (Figure 1).

The delivery (or sway) pipe was made of brass tubing overlaid with wine bottle lead, and supported by chains with counter weights (made of lead). The wooden sway pipe frame was made from wood and Grandt NBW's, reinforced with wine-bottle lead sheathing, with tiny sheaves turned from brass for the chains to pass over, in order to allow the sway pipe to be raised and lowered. The fireman would hook a ring attached to the underside of the spout end, and his weight was enough to keep it down in position. (With model friction it takes rather more than scale effort!) Then he pulled the delivery rope which lifted the delivery valve via a crank (visible in Figure 7).

Here there was a mystery. What was that splash of white stain originating from

the center of the top of the wall panels of the Brookmere tank that had the delivery pipes (but only those two walls)? Obviously not bird droppings, but what? My guess is that it is rope lubricant, applied to the delivery ropes inside the roof, to cut down rope wear at the "thimble" which on the plans lead the rope through the wall to the outside. Accordingly I added white splashes to the model.

The trap door when lowered was once used to bridge the gap to a gondola delivering the winter's allocation of coal, to be shovelled into the bunker inside the tank. The model shows one figure (in Figures 6 and 9), kitbashed and painted from a Preiser original, stooped over to attend to the stove. However, on a bitterly cold winter's night, the tank population must have often been greater. A warm nook like this would have attracted anyone without pressing duties, and anxious to escape notice of a superior.

From building this tank, I learned a lot about the why's and wherefore's of enclosed tanks. The appearance of the completed model (Figure 2) captures in a satisfying way that of the prototype (Figure 1). It also captured honors at the 1981 PNR Divisional and NMRA National Meets.

Plastic Casting Made Easy

by Terry Metcalfe



I have spent quite a bit of time looking for a good way to make small, well detailed castings in Silastic RTV rubber molds. I tried hydrocal and water putty with moderate success but the castings were very brittle and plagued with bubbles. I rejected epoxy because of its odor. Cerro-Bend was difficult and expensive.

The requirements of my ideal casting material were various. I wanted to capture every detail of the original. I wanted something simple to use and not requiring expensive equipment such as vacuum pumps etc. It had to be readily available and inexpensive. Finally I wanted a material that was easy to work with when I filed, painted and bonded it. At last I found a product that has all these characteristics. It is called Makit and Bakit, a thermoplastic manufactured by Quincrafts Corporation, Hingham, MA 02043, available at crafts shops everywhere. This material is used for making "stained glass" plastic ornaments. This plastic comes in small beads or crystals and when heated in an oven it turns into a gel which cools back into a solid. This material seemed unlikely to be a good casting medium at first but the detail I have produced with this plastic is really incredible. Moreover it is really simple to use.

Because this plastic comes in beads or

crystals you must overflow the rubber mold. After it is heated for 15-20 minutes in an oven at 375 degrees the plastic forms a gel which snuggles slowly down into all cavities of the mold. If there are bare spots in the mold (this would be common in shallow molds such as boxcar doors) simply let the casting cool and put some more crystals on the bare spots and reheat. All the material will remelt and cover the bare spots.

If you should end up with bubbles or other imperfections in a casting don't throw it away, use it in another casting as the plastic can be remelted many times.

I haven't been using a mold releasing agent at all, and I don't think one is necessary for small molds, although larger castings may require it.

You may ask how the rubber withstands the high temperatures? Dow-Corning, the manufacturer of the Silastic RTV rubber I use, indicates their rubber is able to withstand 400 degrees F with intermittent exposure to 500 degrees F, well above the temperature required to melt the plastic. I've found that the molds will, however, take the heat better, and last longer if they are thicker than molds made for hydrocal or water putty. At least 1/4 inch of rubber all around the part to be cast ensures long mold life.

For those of you who haven't used RTV rubber before, let me assure you that it's not necessary to be an analytical chemist to use it. The directions indicate the rubber and catalyst are mixed in a 10:1 ratio by weight. "Guesstimating" this proportion works fine in my experience although the curing time can fluctuate from the standard 24 hours. In one instance when I ran out of catalyst but not rubber, it took six days for the mold to cure.

There are potentially many uses for Makit and Bakit in its natural colors, for example, the red translucent form can be used for switchman's lanterns. With some judicious painting, and bonding to fiber optic light pipe you could have a spectacular working light.

This material bonds readily to styrene with common adhesives such as Testor's Plastic Cement.

This plastic is, to me, the best medium for casting small parts that has come along for quite some time. It is easy to use compared to any other material, and once the casting is completed you can actually work with it. You can file, paint and bond to your heart's content. Best of all, the detail is so sharp it's almost impossible to distinguish the master from the original.

GONDOLA CARS OF THE DENVER & RIO GRANDE

Part 4: Classes 15, 16, 17, 18, 19, 20

by Robert E. Sloan

Class 15

In May 1903, the D&RG took delivery from American Car and Foundry of class 15, 400 more 25 ton 32 foot gondolas numbered from 1500 to 1899. They weighed 20,200 pounds as delivered, 19,900 pounds after they were rebuilt into the high-side style. The inspector found them in good shape in 1922. With a book value of \$343, they only needed to have the sides raised from 40 inches to 50 inches, get stake U-bolts and normal repair to be in very good condition. Wheelbase before and after rebuilding was 24 feet 3 inches. All 400 cars were still around in 1914, 395 were rebuilt in 1924, 382 were at hand in 1939, 152 made it through World War II to 1952 and 55 lasted to the end of operations.

Class 16

Class 16 was the last of the high-side gondolas and was composed of 26 cars built in April 1906, numbered 1900 to 1925. This series was in general like class 15 except that it had 50-inch high five board sides from the beginning. The wheelbase was 24 feet 3 inches. The car inspector found them in good condition in 1922 with a book value of \$211 and no improvements needed. Twenty-four were present in 1939.

Class 17

With the loss of the old drop-bottom gondolas of classes 8 and 9 due to the new ICC rules on couplers and safety appliances, the D&RG ordered two new classes of gondolas from the National Car Company in March 1904. Class 17 consisted of 100 cars numbered from 700 to 799. These were low sided drop bottom gondolas. The car sides were 40 inches tall, their doors were hinged along the center of the car and opened and closed by an unbelievably complicated system of five link levers. Operating handles were at one end only. These very complicated cars were being rebuilt constantly, but were so necessary that all were kept in service. Sometime between 1915 and 1922, these cars were completely rebuilt with the operating levers and shafts moved from

the centerline of the car to the outside and a much simpler chain system of door closing installed. When the car superintendent inspected these cars in 1922, their book value was \$351. He recommended that the sides be raised 10 inches, trucks be rebuilt and steel buffers be applied. When rebuilt the sides were not raised but the other improvements were made.

Class 18

Class 18 was a sister of class 17, except there was one board less on the sides and there were coke racks. Because of the coke racks the operating levers included one more link than even the 700 series. About 1915 the coke racks were removed and a side board was added and the cars became duplicates of class 17. The underframes of these cars were stiffened with steel and some but not all cars were equipped with an extra six-inch side-board. The first car was lost in 1924, one more was lost in 1928 and the third was not lost until 1953. At the end of operations in 1967 156 of the original 200 were still in service.

Class 19

Class 19 were the Ingoldsby dump cars. They were acquired used from the defunct (see March/April 1978 **GAZETTE** [out of print]) Crystal River Railroad in 1918. That road purchased 41 of them new in 1900 but had only used them through December 1910. The D&RG bought the 41 cars for \$9238.97 or \$225.34 each, numbering them 901 to 941. They were 25 ton cars weighing 24,700 pounds with interior dimensions of 29 feet in length, and 6 feet 10 inches in width. They were 4 feet, 4 inches in height. Their exterior dimensions were 35 feet 3 inches over their end sills and 7 feet 9 inches at the maximum width. The capacity was 814 cubic feet. Their wheel diameter was 33 inches rather than the usual 26 inches because their doors would foul the rails if they had the smaller sized wheels. The coupler height on the Crystal River Railroad was also 33 inches, but with link and pin this was not a great problem, on the

D&RG the automatic couplers must have been suspended below the frames. All 41 cars lasted through 1925 but all were gone by 1928.

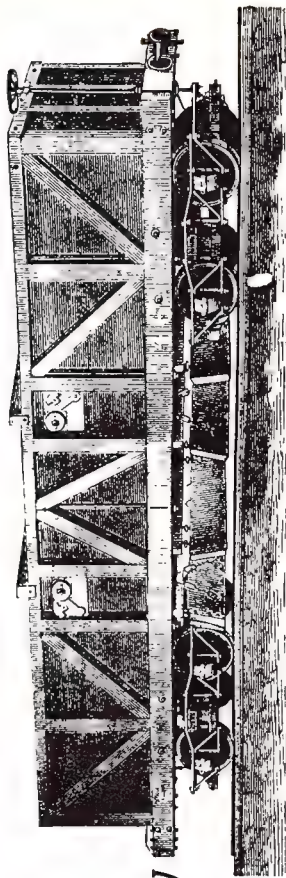
In the 1950's there was a major oil field developed near Farmington, New Mexico. The D&RGW was the cheapest way to ship bulky oil field pipe to Farmington and so the last big narrow gauge boom took place. Rolling stock of all sorts was cannibalized to build new equipment. The 40-foot stock cars were stripped of their trucks to build heavy flat cars. About forty 30 foot stock and box cars were stripped of their superstructures to become idler flats. High side gondolas were stripped of their ends so that pipe could be carried in them. The ends of the pipe stuck out over the idler flats. At least 30 of the high-side gondolas of classes 12 to 15 were so converted. When the ex-box and stock idler flats proved too light, at least 12 high-side gondolas were stripped of their sides to become heavy idlers.

Class 20

Even heavier and sturdier cars were needed so the D&RGW converted 20 old 1916 standard gauge box cars into open end gondolas as numbers 9600 to 9619, gondola class 20. These 40-foot cars were made from boxcars of the 66000-66999 series. These were outside Z-braced box cars. The cars' ends were completely removed, the sides were cut off 3 feet 3 inches above the floor, the bottom part of the door was welded into the opening and a top strip added to the cut off Z-braces. They were mounted on cast steel Bettendorf trucks and rated at 40 tons. All 20 of these cars survived until 1963 when 3 of them, 9609 (originally 67191), 9611 (originally 66665) and 9605 (originally 66271) were rebuilt into open observation cars for the Silverton train. They received old passenger trucks, a steel roof, tile floor and street car seats and were renumbered 400, 401 and 402. Three more cars 9606, 9600 and 9601 were similarly converted to excursion cars 403, 404 and 405 in 1967.

ALL TIME GONDOLA ROSTER: D&RG/D&RGW

Compiled by Robert Sloan



Date Built	Class	Numbers	Weight	Length	Capacity	1887 Renumbering	Date Scrapped	Folio
1871	1	1-901	4000	17	5-ton		1883	
1871	2	501	3500	14	5-ton		1878	
1872	3	1501-1575	7000	23'7"	8-ton	7936-7965	1891	
1873	4	1576-1665	8000	26'	8-ton		1891	
1878	5	1712-1761	9500	26'	10-ton	7500-7999	1891	
1880	6	1813-1972 (P&CE Trust)	10000	26'	10-ton		1906	
1880	7	1100-1300 (CRS Trust A)	10500	26'	10-ton		1906	
1878	8	501-601 (PC&E Trust)	10500	22'	9-ton	9900-9978	1903	
1880	9	300-500	10500	22'	10-ton	9700-9890	1903	
1881	10	8000-8760	1200	30'	15-ton		1924	1881, 1915
1885		(CRS Trusts C,D,E)						
1887	11a	8800-8999	15300/16500	30'	20-ton		1942	1915, 1924
1887	11b	9000-9099	15300/16500	30'	20-ton			1924, 1953
1887	11c	9100-9199	15300/16500					1953
1888	11d	9719-9939	15300/16500	30'	20-ton		1942	1924
						Rebuilt		
1898	12a	9200-9299	18500/21500	32'	25-ton	1920's	1967	1898, 1927
1902	12b	9300-9574	18500-21500	32'				1927, 1963
1902	13	1000-1249	18500/22000	32'	25-ton	1925	1967	1927, 1963
1902	14	1250-1499	18500/22000	32'	25-ton	1923	1967	
1903	15	1500-1899	20200-19700	32'	25-ton	1924	1967	1915, 1963
1906	16	1900-1925	19800-19300	32'	25-ton		1967	1915, 1963
1904	17	700-799	24000-24500	30'	25-ton	1920's	1967	1915, 1927, 1963
1904	18	800-899	24000	30'	25-ton	1920's	1967	1915
1916	19	901-941	24700	35'3"	25-ton	1928		
1953	20	9600-9619	29600	40'3"	40-ton		1967	1963

STERN Bottom

7'-7 ³/₄"

3'-5 ³/₄"

4'-2"

8'-4" EXTREME HEIGHT

7'-4" OVER SIDE SILLS

8'-9" EXTREME WIDTH

G B

FLOOR

TOP OF

24'-3" OVER END SILLS

32'-0" OVER END SILLS

34'-10" OVER PULLING FACE COUPLERS, FREE

3'-7"

3'-7"

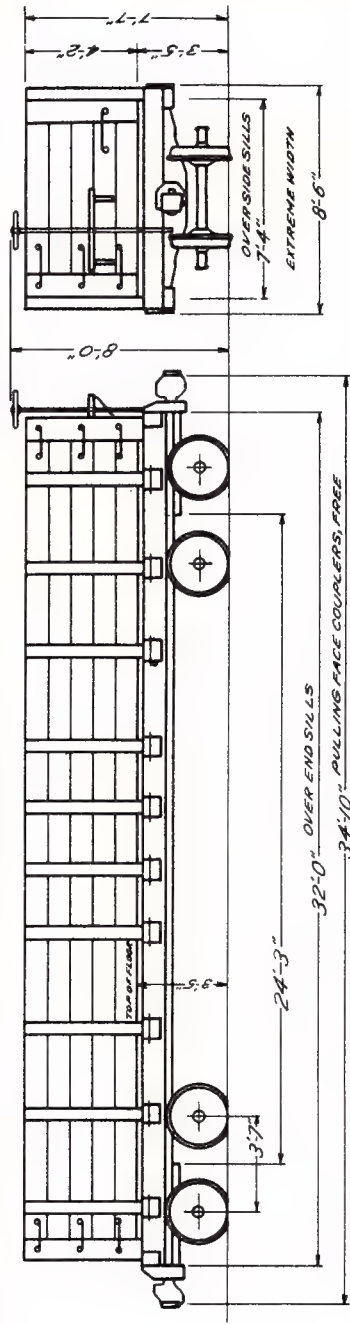
26"

GAUGE	3'-0"	SUPERSTRUCTURE	WOOD	MARKED CAPACITY, LBS.	50,000
JOURNALS	4" x 7"			LIGHT WEIGHT, LBS., AV.	19,700
WHEELS	26" CAST IRON			MAX. WEIGHT OF LADING, LBS., AV.	55,500
TRUCK TYPE	ARCH BAR	UNDERFRAME	WOOD	CUBICAL CAPACITY (LEVEL) CU. FT.	890
TRUCK SIDES	SEPARATE BOXES			CUBICAL CAPACITY (HEAPED) CU. FT.	1,021
TRUCK BOLSTER	CAST STEEL	DRAFT GEAR	MINER TANDEM	LENGTH INSIDE	30'-10"
SIDE BEARINGS	FRICITION	COUPLER	9" HEAD	WIDTH INSIDE	6'-11"
		BRAKE	KC 812	DEPTH INSIDE	4'-2"
		HAND BRAKE	HORIZONTAL WHEEL	YEAR BUILT	1903, 1904
				BUILDERS	AMERICAN CAR & FOUNDRY CO.

Length Inside: 31'-1"	Kind of Trucks: _____	American Steel.
Width Inside 6'-11"	Kind of Transoms: _____	American Steel.
Height Inside 3'-4"	Kind of Air Brakes: _____	Westinghouse
End Doors: _____	Kind of Draft Fugging: _____	Single Pocket.

Weight of Car. Average: 20 200.
Capacity of Car: 50 000.
Cubical Contents: 717 Cu.ft.

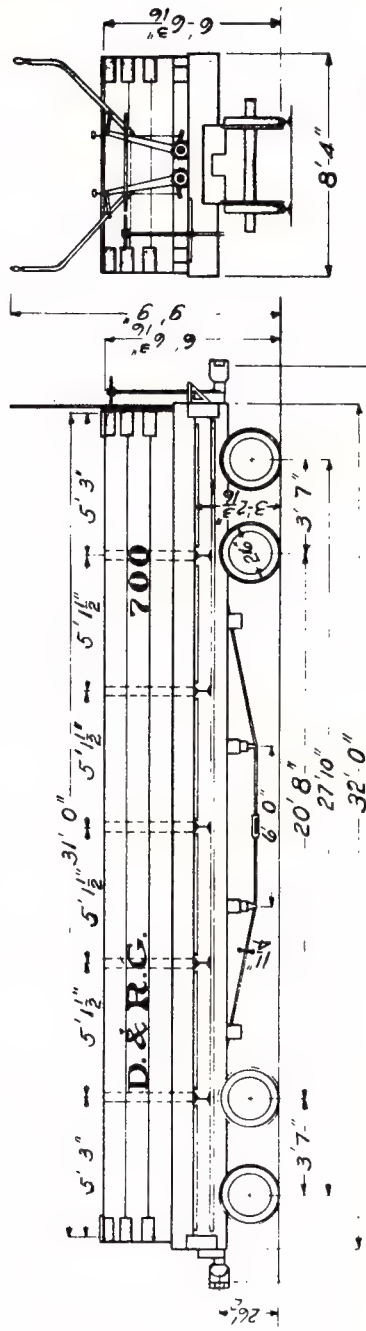
DENVER & RIO GRANDE WESTERN
Narrow Gauge Gondola - Flat Bottom
Nos. 1900 to 1925
Class 16



DESCRIPTION

GAUGE	3'-0"	MARKED CAPACITY, LBS.	50,000
JOURNALS	4x7"	LIGHT WEIGHT, LBS.	19,300
WHEELS	26" CAST IRON	MAX. WEIGHT OF LADING, LBS.	55,000
TRUCK TYPE	ARCH BAR	CUBICAL CAPACITY, LEVEL, CU. FT.	901
TRUCK SIDES	M.S. BAR-SEPARATE BOXES	CUBICAL CAPACITY, HEAPED, CU. FT.	1033
TRUCK BOLSTER	CAST STEEL	LENGTH INSIDE	31'-1"
SIDE BEARINGS	FRICTION	WIDTH INSIDE	6'-11"
		DEPTH INSIDE	4'-2"
		YEAR BUILT	1906-1907
		BUILDERS	D&RG
		REBUILT	1926

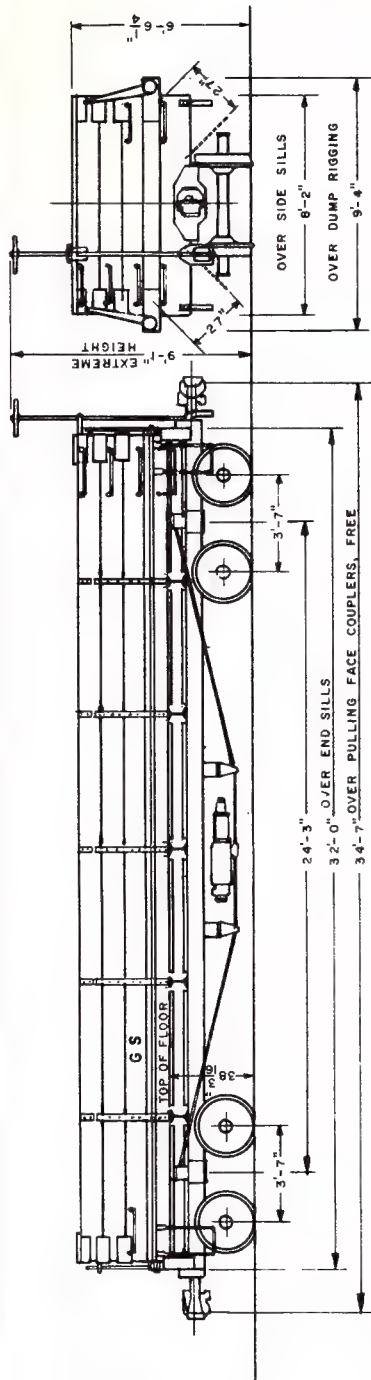
DENVER & RIO GRANDE SYSTEM
Narrow Gauge Dump Coal Cars
Nos. 700 to 799 (incl.)
Class 17



Drop Door Openings.
4'-8" x 4' 9 1/2" x 2'-4 3/8"

Length Inside	31'-0"	Kind of Trucks	American Steel	Height of Car, Average	24,000
Width Inside	7'-9"	Kind of Transoms	American Steel	Capacity of Car	50,000
Height Inside	3'-4"	Kind of Air Brakes	Mesinghouse	Cubical Contents	739 Cu. ft.
		Kind of Draft Rigging	Republic Friction	Date Built	March - 1904

DENVER & RIO GRANDE WESTERN
Narrow Gauge Gondola Dump Cars
Nos. 700 to 899
Classes 17 & 18

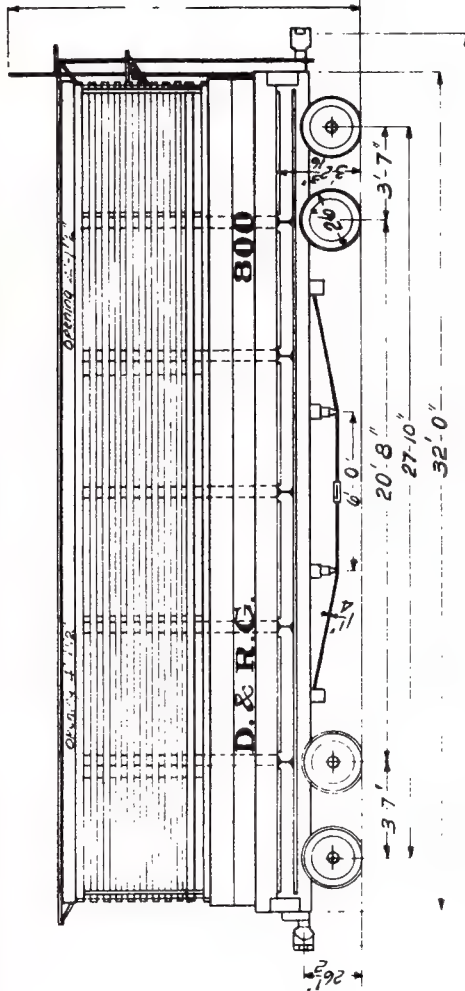


DESCRIPTION

GAUGE	3'-0"	SUPERSTRUCTURE	WOOD
JOURNALS	4" x 7"	UNDERFRAME	STEEL
WHEELS	26" CAST IRON	FLOOR	WOOD
TRUCK TYPE	ARCH BAR	DOORS	WOOD
TRUCK SIDES	MILD STEEL BAR - SEPARATE BOXES	DRAFT GEAR	MINER-TANDEM
TRUCK BOLSTER	CAST STEEL	COUPLER	9 1/4" HEAD
SIDE BEARINGS	FRICTION	BRAKE	KC 812
		HAND BRAKE	HORIZONTAL WHEEL

MARKED CAPACITY, LBS.	50,000
LIGHT WEIGHT, LBS., AV.	24,500
MAX. WEIGHT OF LADING, LBS., AV.	55,000
CUBICAL CAPACITY (LEVEL) CU. FT.	800
CUBICAL CAPACITY (HEAPED) CU. FT.	964
LENGTH INSIDE	31'-0"
WIDTH INSIDE	7'-9"
DEPTH INSIDE	3'-4"
YEAR BUILT	1904
BUILDERS	AMERICAN CAR & FOUNDRY CO.

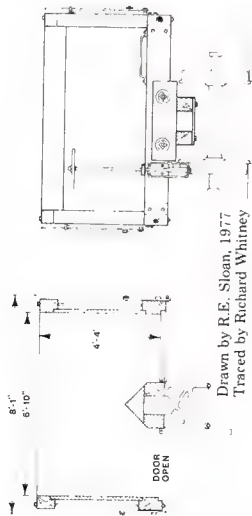
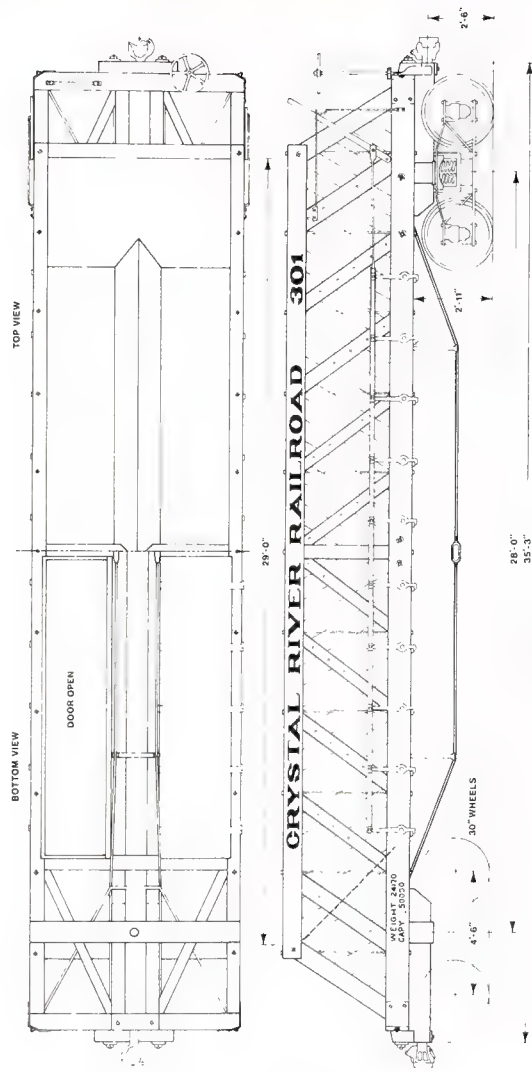
DENVER & RIO GRANDE SYSTEM
Narrow Gauge Dump Coke Cars
Nos. 800 to 899 (incl.)
Class 18



Drop Door Openings:
4'-8" x 4'-9 1/2" x 2'-4 3/8"

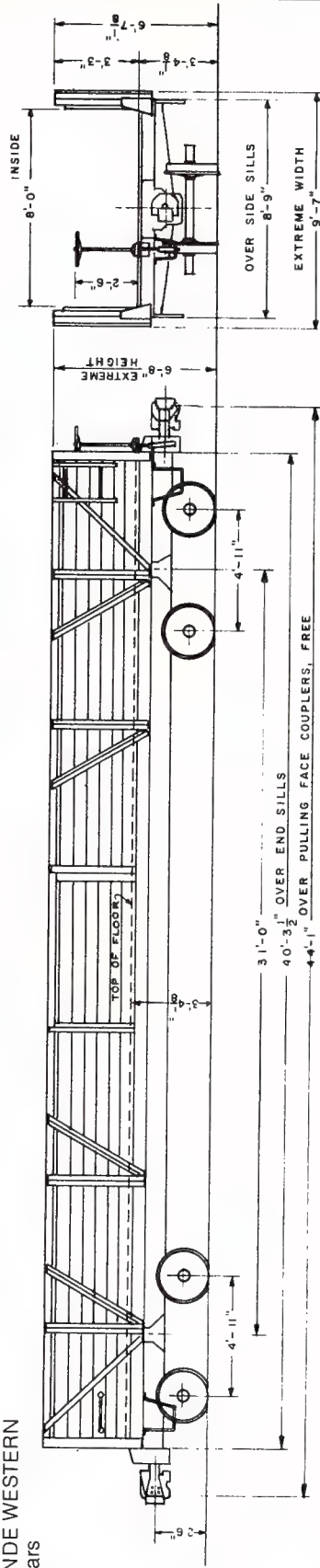
Length Inside:	31 - 0"	Kind of Trucks:	American Steel	Weight of Car: Average:
Width Inside:	7 - 9"	Kind of Transoms:	American Steel	Capacity of Car:
Height Inside:	7 - 7 1/2"	Kind of Air Brakes:	Westinghouse	Cubical Contents: 1836 Cuft.
		Kind of Draft Rigging:	Republic Friction	Date Built: March - 1904.

DENVER & RIO GRANDE WESTERN
Ingoldsby Dump Car
Nos. 901 to 941
Class 19



Drawn by R.E. Sloan, 1977
Traced by Richard Whitney

DENVER & RIO GRANDE WESTERN
Open End Gondola Cars
Nos. 9600 to 9619
Class 20



DESCRIPTION

GAUGE	3'-0"	MARKED CAPACITY, LBS.	80,000
JOURNALS	5" X 9"	LIGHT WEIGHT, LBS., AV.	29,600
WHEELS	26" CAST IRON	MAX. WEIGHT OF LADING, LBS.	106,400
TRUCK TYPE	BETTENDORF	LENGTH INSIDE	40'-3"
TRUCK SIDES	CAST STEEL-INTEGRAL BOXES	WIDTH INSIDE	8'-0"
TRUCK BOLSTER	CAST STEEL	HEIGHT INSIDE	3'-3"
DRAFT GEAR	MINER A-18	YEAR BUILT - BOX CARS	1916
COUPLER	SHARON	BUILDERS	PULLMAN CO.
BRAKE	TYPE K	REBUILT FROM 66000-66999 SERIES BY D&RGW	1953
HAND BRAKE	HORIZONTAL WHEEL		



Bumblebee

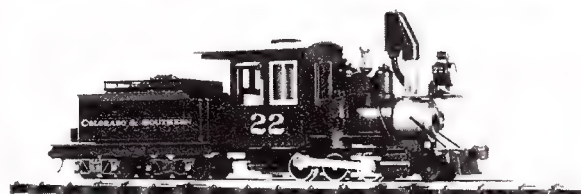
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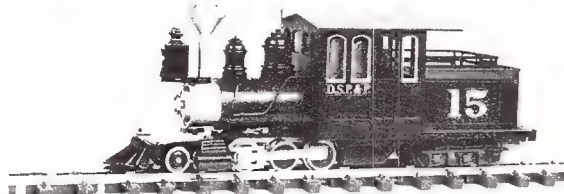
C-16 (2-6-0) KIT

HOn3	\$54.95
HOn2½	\$54.95



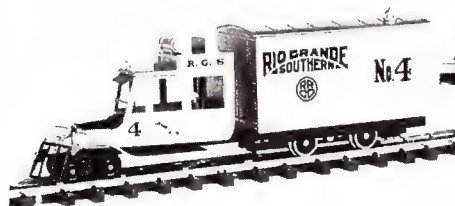
C&S (2-6-0) KIT

HOn3	\$54.95
HOn2½	\$54.95



MASON BOGIE

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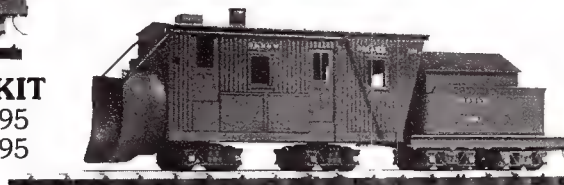
GALLOPING GOOSE KIT

HOn3	\$44.95
HOn2½	\$44.95



SHORT CABOOSE KIT

HOn3	\$24.95
HOn2½	\$24.95



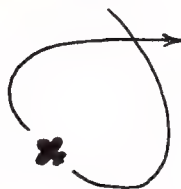
ROTARY KIT

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HOn2½	\$34.95

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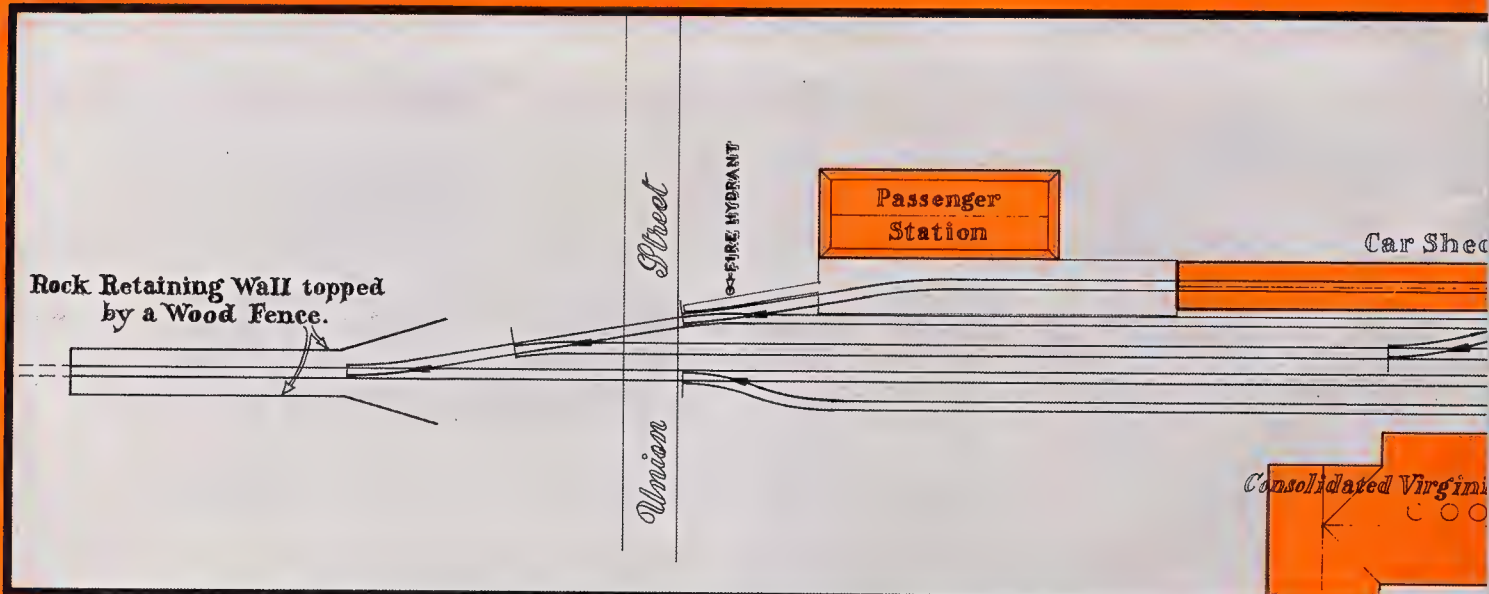
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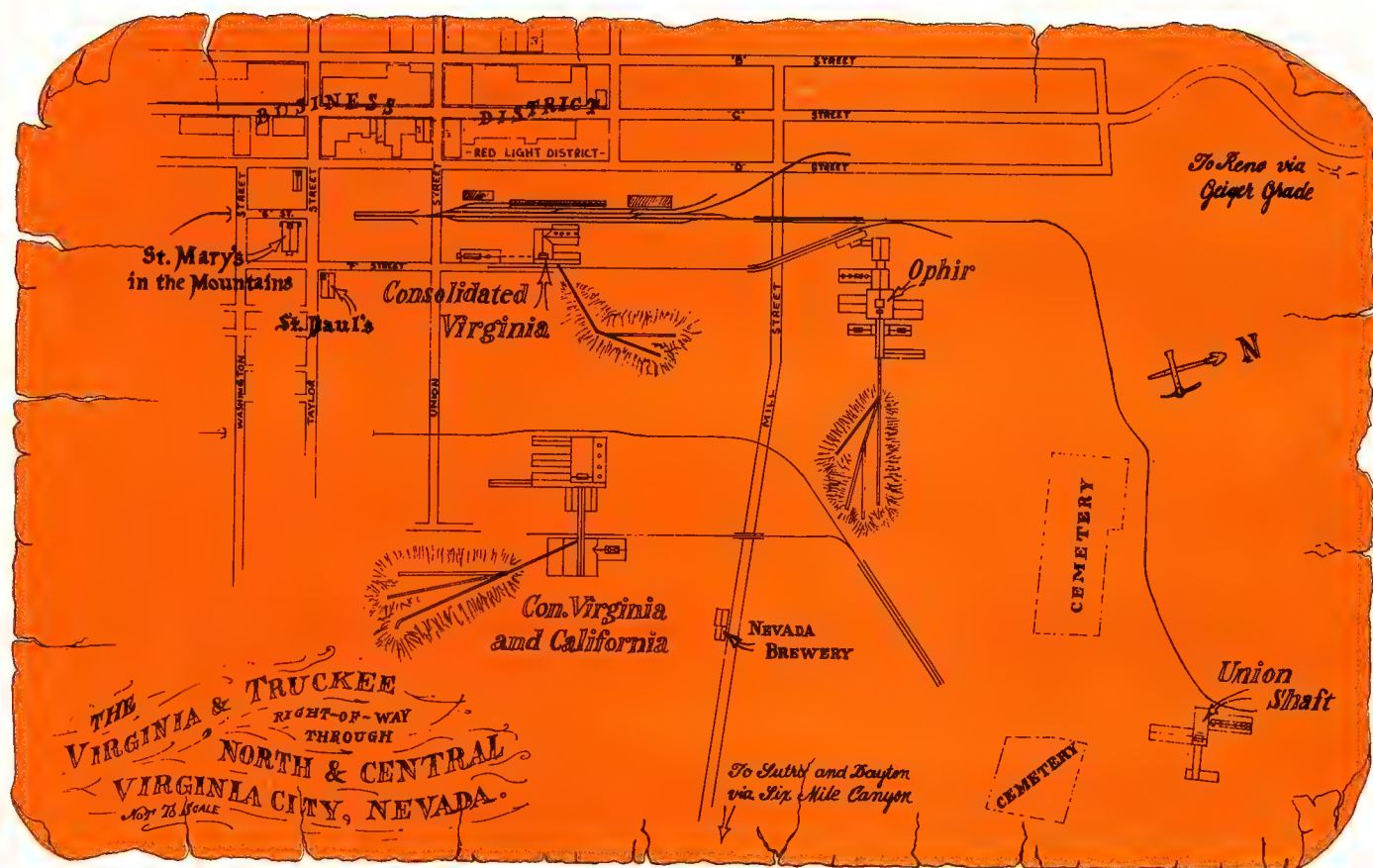
Virginia & Truckee Railroad Company

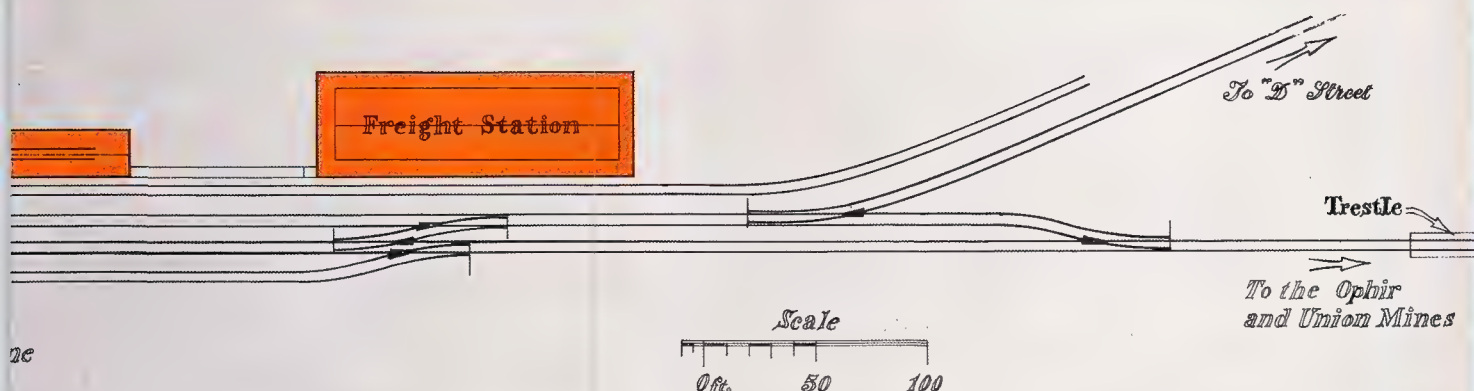
Yard Plan ("E" Street), Virginia City, Nevada

Drawn by Gary Caviglia, August 1981

© copyright 1982 gary caviglia

These track plans start a series of drawings by Gary Caviglia on the area around Virginia City, Nevada. Gary has drawn all of the railroad structures around the station area as well as the various buildings further down the line in the roundhouse area. Look for this series in future issues. Ed.





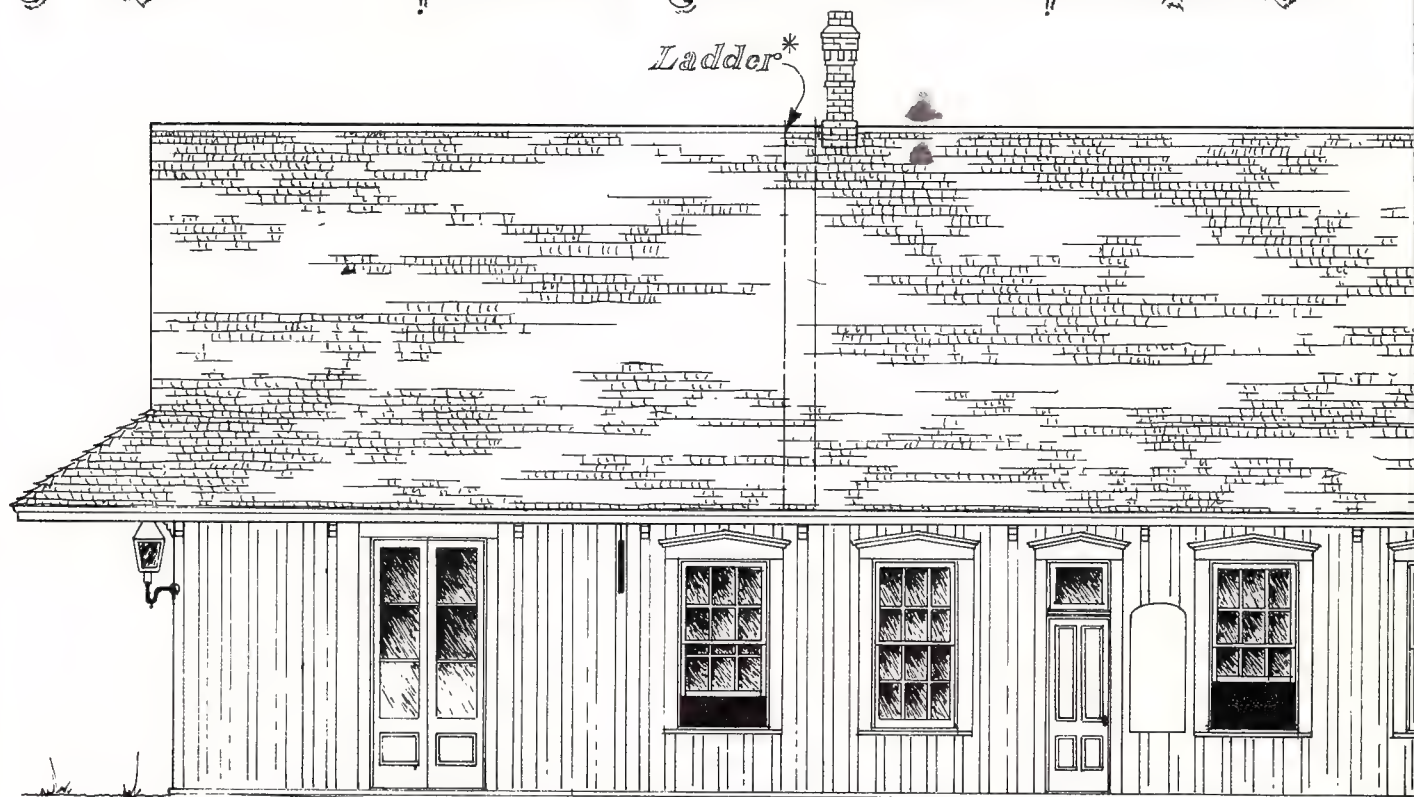
The Virginia City Yard looking south on June 19, 1938. The tracks for Carson City went into the distant tunnel under E Street in front of St. Mary's Church. The present revived V&T starts just beyond this tunnel. The new line follows the old right of way almost to Gold Hill. Photo by Ted Wurm.



Virginia City, Nevada one month after abandonment of the Virginia & Truckee. The train is a Railroad and Locomotive Historical Society special with #11 "Reno". The train is parked at the station with the passenger car shed beyond. The freight shed is in the distance. The station was painted light yellow. The other buildings were red with a white trim. Photo by Ted Wurm.



Virginia & Truckee Railroad Company



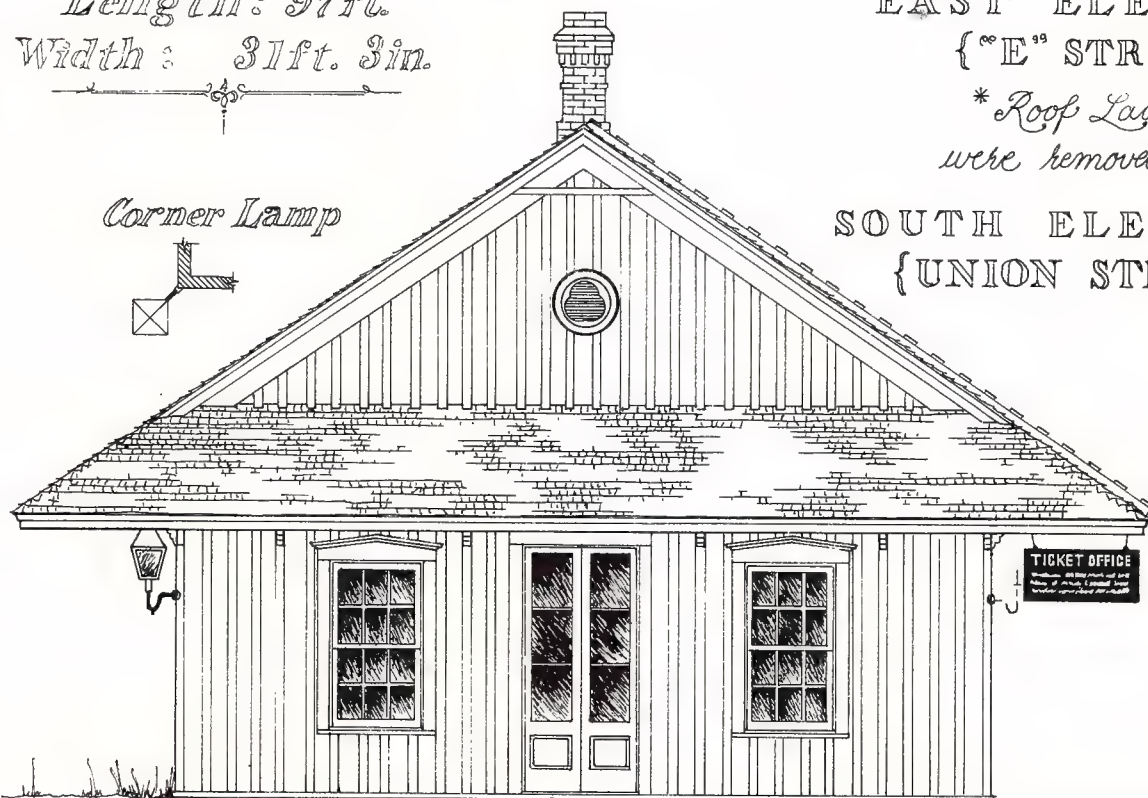
*Length: 97ft.
Width: 31ft. 3in.*

EAST ELEVATION
{ "E" STREET }

** Roof Ladders
were removed by 1924.*

SOUTH ELEVATION
{ UNION STREET }

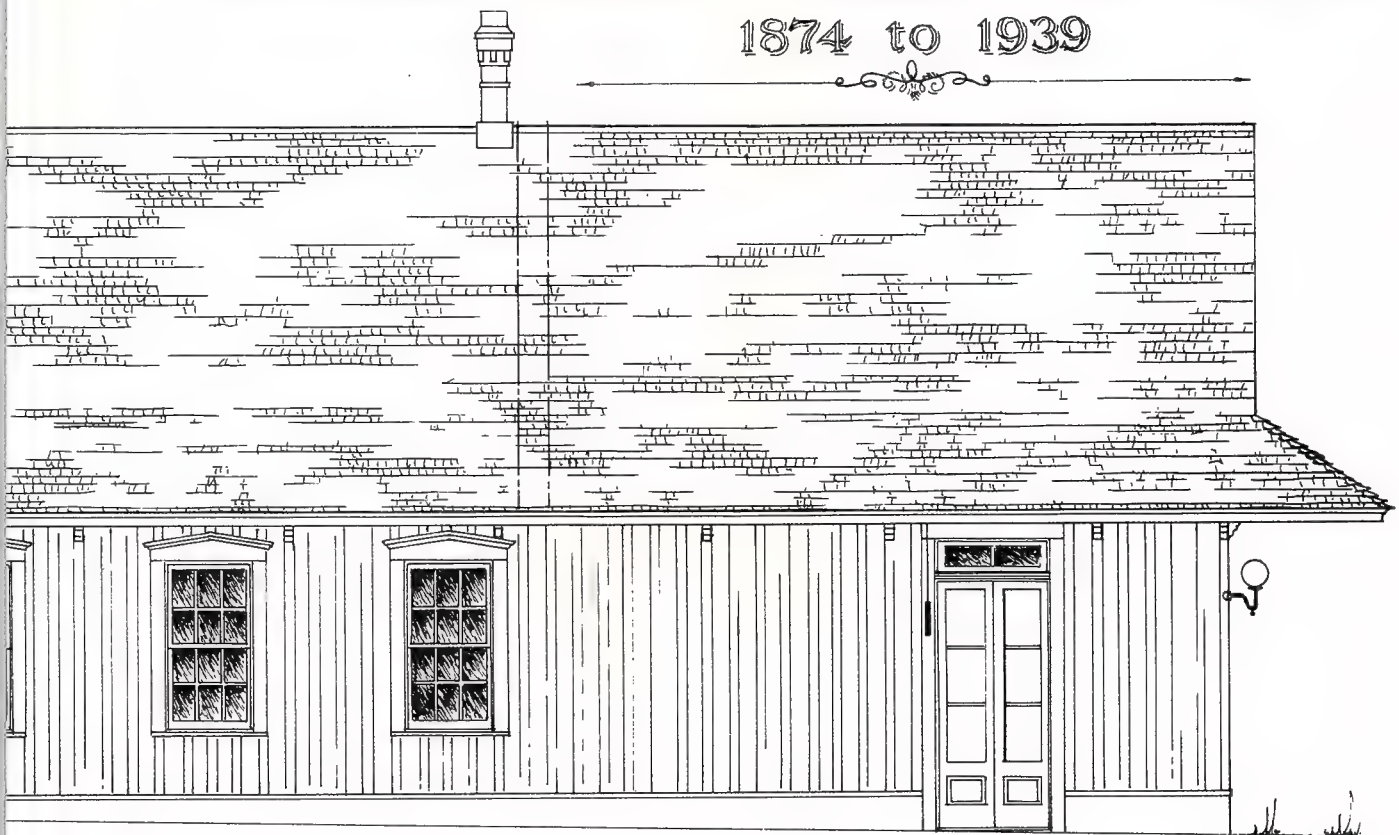
Corner Lamp



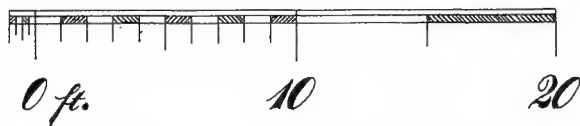
*Drawn by Gary Cariglia
May 1979, Revised December 1980*

Passenger Station, Virginia City, Nevada

1874 to 1939

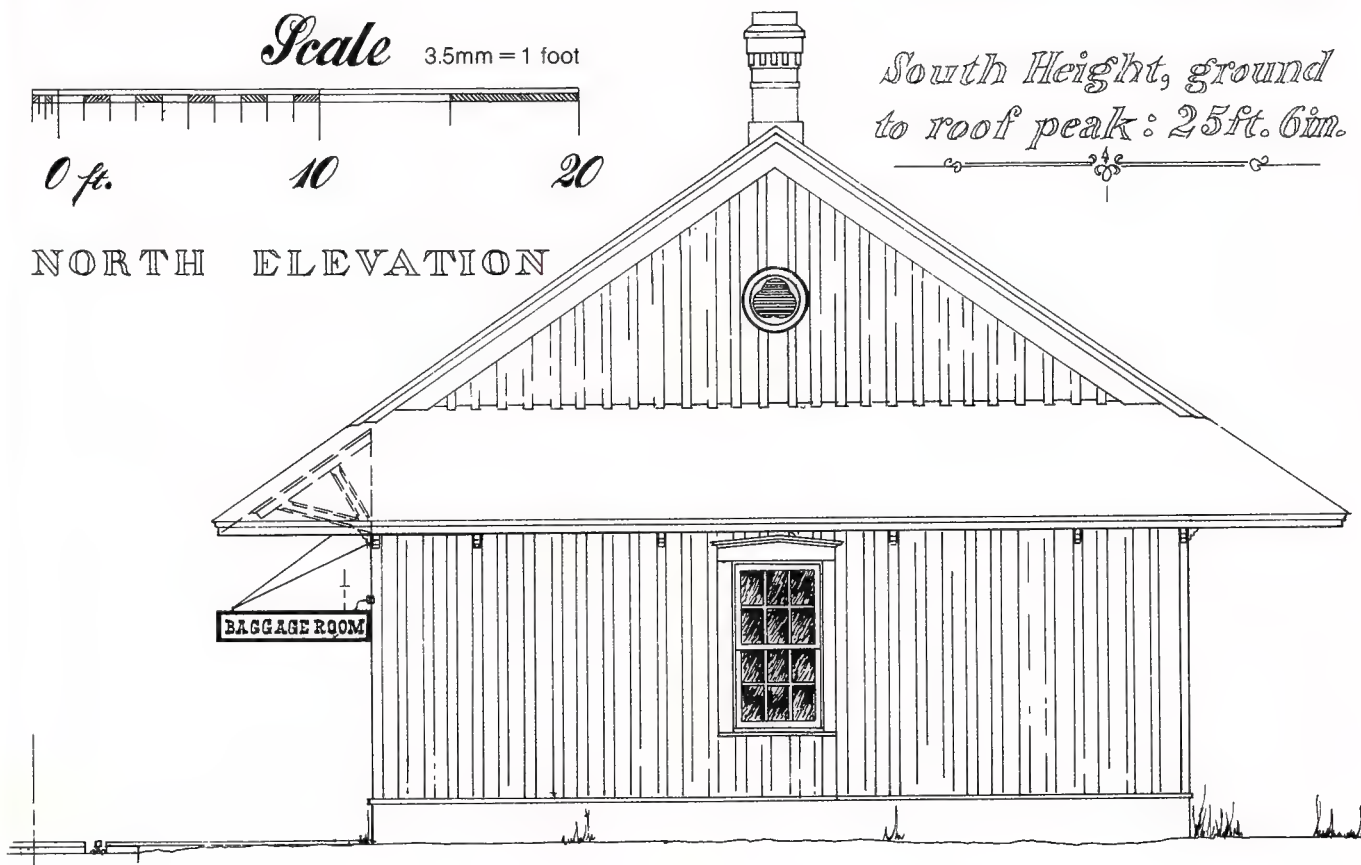


Scale 3.5mm = 1 foot



NORTH ELEVATION

*South Height, ground
to roof peak: 25ft. 6in.*



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The Mineral Range Railroad



The Narrow Gauge Years

by Leon Schaddelee

During the 1860's, a mining boom was under way in the center of Michigan's Keweenaw Peninsula. In this remote area, all supplies from the outside world were brought in by Great Lakes ships, mostly through the inland ports of Houghton and Hancock. On June 9, 1871, the merchants of these two villages organized the Mineral Range & L'Anse Bay Railroad. This was to be a narrow gauge line running from L'Anse, at the south end of Keweenaw Bay, northward to the Central Mine in Keweenaw County, a distance of approximately 60 miles. On October 25, 1872, the name and proposed termini of the new railroad were changed. The new name chosen was the Mineral Range Railroad, and the stated objectives were Copper Harbor, at the northern end of the

peninsula, and a point on the Ontonagon River, about 100 miles to the south. The more immediate objective, however, was the connection of the rapidly growing community of Calumet* with the village of Hancock, a distance of only 10 miles.

Calumet already had one railroad in the form of the Hecla & Torch Lake Railroad. It was a 4 foot 1 inch gauge line built by the Calumet & Hecla Mining Company in 1867 to transport rock from the mine to its stamp mills at Lake Linden. Primarily an industrial railroad, the line did not offer regular passenger service and transported only a small amount of general merchandise.

The most difficult section of the route chosen for the MR was within the first two miles. The village of Hancock was built on

a steep hillside cut through by several deep ravines, and it was at the bottom of the hill, at the lake shore, that the line had to start. The little land that was available at the base of the hill was already filled by warehouses and mills, so the railroad started, quite literally, on the docks, and immediately started up the hillside on a 4 percent grade. After 1,200 feet, the grade was reduced to 2.76 percent for the next two miles, and thereafter never exceeded 1.14 percent. As built, the route to Calumet was 12½ miles long and rose 630 feet in elevation.

*During the 1800's, Calumet was the collective name given to the several communities around the Calumet & Hecla Mine. There was no single village with that name.

Title photo: Mineral Range #4 was a Baldwin 2-6-0 built in 1880. It is shown here circa 1890 on the stamp sands deposited by the old Quincy Mill, just west of the Portage Lake bridge in Hancock. The bridge itself is in the background. Photo, collection of Harry Reeder.



Locomotive Roster of the Mineral Range Railroad

Compiled by Leon Schaddlee

No.	Name	Type	Builder	C/N	Date Built	Cylinders	Driver	Other Owners
#1	Portage Lake	2-6-0	Baldwin	3092	1/1873	11×16	36	9/1886 Ingalls, White Rapids & Northern
#2	J. C. Sharpless	2-6-0	Baldwin	3484	10/1873	22×16	36	2/1902 Camp Mfg. Co.
#3	Keweenaw	2-6-0	Baldwin	3741	6/1875	12×16	40	12/1901 Newell & Bryant
#4	Calumet	2-6-0	Baldwin	5219	7/1880	14×16	38	19000 Hancock & Calumet #28 2/1902 Cummer & Diggins & Co. Cadillac Handle Co.
#5	"The Dummy"	—	Unknown	—	—	17×24	probably std. gauge	5/1886 received by Mineral Range c.1888 converted to power coal hoist on dock; 1901 scrapped.
#1(2nd)	Jay A. Hubbell	4-4-0	Porter	—	1880	12×16	44	Purchased 2nd hand, original owner unknown; 11/1886 received by Mineral Range; 10/1901 sold.
#5 (2nd)	Hancock	2-8-0	Baldwin	6749	5/1883	15×18	36	Built for Lac LaBelle & Calumet as #1 (Conglomerate Mining Co.); 10/1888 Mineral Range #5; 12/1897 Ashland, Siskiwit & Iron River #5; 1902 Washburn & Northwestern #4 (Edward Hines Lumber Co. #4) 1905 White River Lumber Co. #4 (Edward Hines Lumber Co.) 1913 scrapped.
#6	Houghton	4-6-0	Baldwin	10420	11/1889	16×20	46	1898 Hancock & Calumet #27 12/1901 Burlington & Western 1902 Washburn & Northwestern #9 (Edward Hines Lumber Co.) 1905 White River Lumber Co. RR #9 (Edward Hines Lumber Co.) 1913 scrapped.
#7	Superior	2-8-0	Baldwin	11628	2/1891	16×20	37	12/1897 Ashland, Siskiwit & Iron River #7; 1903 Kentwood, Greensburg & Southwestern #4 (Amos Kent Lumber & Brick Co.); 1906 Kentwood, Greensburg & Southwestern #9 (Natalbany Lumber Co.)
#8	Red Jacket	2-6-0	Baldwin	12677	5/1892	9½×16×22 Vauclain Compound	44	Hancock & Calumet #40; 3/1902 Missouri Southern #6; (Clarkson Sawmill Co.)

This roster contains the best physical and historical information the author has been able to uncover. Most of the Baldwin data is from Gerald M. Best and Harold L. Goldsmith. The disposition of the locomotives is from the Baldwin Records. The author welcomes letters from anyone who can add to the rosters or correct any errors.

Construction started near Hancock in the fall of 1872 but halted during the winter. Work resumed in the spring and by July a locomotive, flat cars, and several miles worth of rails had been delivered on the docks. The equipment, however, could not be used until a large trestle, located midway on the 4 percent grade, was complete. This was done in August and the rail laying began. Business began on September 8 when freight was accepted

for the station at Highway, and by October 4th the line was completed to Calumet.

Passenger service from Hancock to Calumet began on October 11, 1873. For 65¢, the citizens could now travel the 12½ miles between the two locations in exactly one hour.

The MR's shops, yard, and station were located on the Hancock waterfront, with a secondary staging yard at the top of the 4 percent grade. Most of the facilities were

either built on the docks or cut into the hillside. Over the years, the docks were filled in and extended into the lake, giving the railroad and merchants more space.

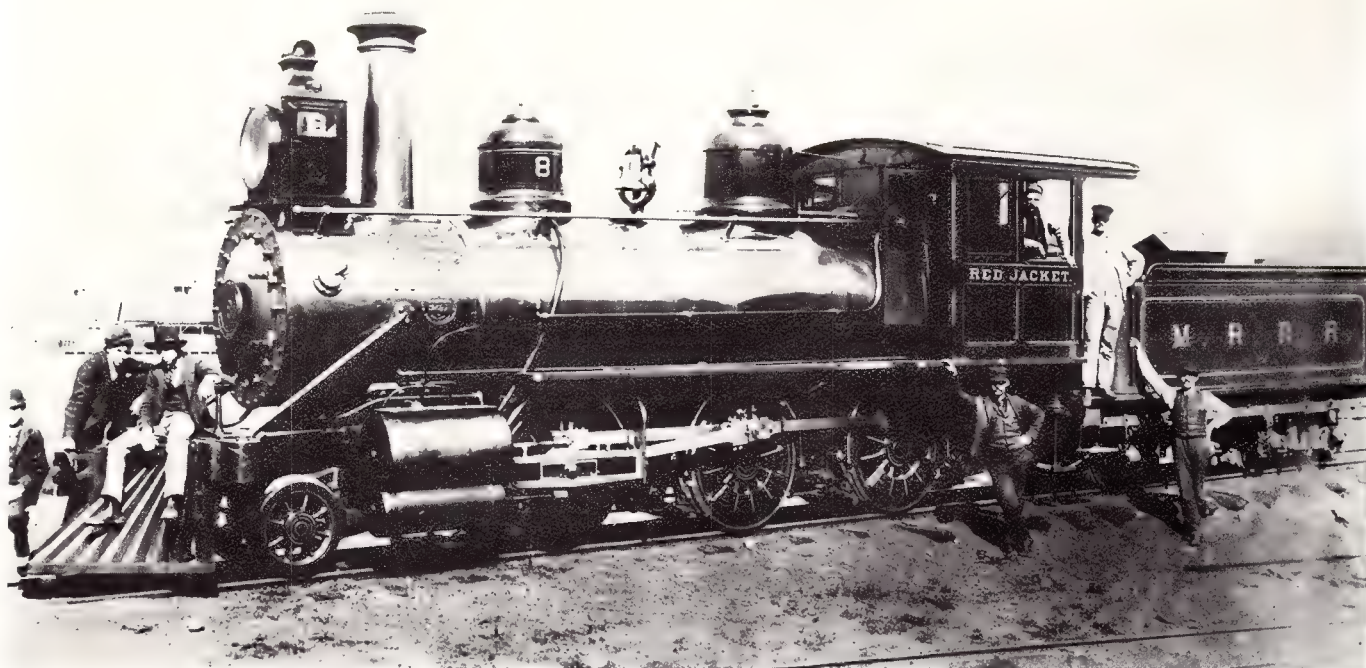
During 1874 a traffic pattern developed which was to continue for the next decade. Most of the tonnage was carried southward and consisted of the product from the Calumet area mines. Copper rock from the new Osceola Mine was brought to a stamp mill near Boston and later to the



This view of the Hancock waterfront dates from about 1888. When the Mineral Range Railroad was built, the rails were laid on the docks between the warehouses and the water, but by 1887 the docks had been extended outward and the warehouses moved across the tracks. The photo looks eastward from the engine house, the main line is dual gauge, and the roof of the passenger station is seen at the right. *Photo, Michigan Technological University Library Archives.*

This Hancock & Calumet passenger train is shown on the shore of Torch Lake at Mills circa 1895. The locomotive is Mineral Range #3, the "Keweenaw", with H&C combine #2 and coach #3. The track in this area was relocated several times over the years because of the ever increasing depth of the stamp sand deposited by the mills. The small bridge under the locomotive is already half buried. *Photo, Michigan Technological University Library Archives.*





The last narrow gauge locomotive purchased by the Mineral Range was #8, the "Red Jacket". It was a Vauclain compound built by Baldwin in 1892, and is shown here in the Hancock yard shortly after its arrival. It later served on the Hancock & Calumet Railroad as #40. Photo, collection of Harry Reeder.

company's own mill west of Hancock, and mineral concentrate received from the mill or from the Calumet area was taken to the smelter at Ripley. The traffic going northward consisted of foodstuffs, mining equipment, and general merchandise bound for Calumet and points north. A large business was also done in forest products from various points along the line, much of this going to the mines which used cordwood for fuel and large timbers underground.

The year of 1885 was one of great change for the MR. With the construction of the Hancock & Calumet Railroad, which paralleled its route, the MR lost virtually all of its copper rock and mineral hauling business. In an effort to overcome this loss, the company built three extensions designed to increase its competitiveness and secure new business.

At the north end of the line, a half circle loop was built around the Calumet & Hecla Mine to bring the road into the village of Red Jacket. Although the Calumet and Red Jacket stations were only a half mile apart, the track connecting them was 1½ miles in length. This proximity made it possible for a man who had missed the train at Red Jacket to run through the mine property and catch it at the Calumet station.

From the main line near the Franklin station, a 1.8 mile branch was built to the Franklin and Quincy mines. The mines were slowly changing from cordwood to coal for fuel, and the new branch would be used largely for shipment of this commodity.

Both the Red Jacket and Franklin extensions were built during October of 1885.

At the south end of the railroad was built the shortest, but most important, of the three extensions. It consisted of a bridge spanning Portage Lake and less than a mile of track along the Houghton waterfront to the terminus of the Marquette, Houghton & Ontonagon Railroad (soon to become part of the Duluth, South Shore & Atlantic). The MH&O was standard gauge and had arrived in Houghton during 1883. Work on the bridge started in November, 1885, and continued throughout the winter to take advantage of the frozen lake surface. The work involved an almost complete rebuilding of the existing county bridge, turning it into a double deck affair with the lower level for the railroad and the upper level for street traffic. The railroad portion of the bridge had an S shape with a center swing span 180 feet in length. The bridge was completed and put into service during March, 1886, and dual gauge track was soon being used in both Houghton and Hancock.

Actually, the competition between the MR and H&C never really had a chance to develop because the MR acquired control of the H&C during 1886. Although the two railroads had the same management, they continued operations under their own names.

After 1886, the traffic pattern on the MR was reversed; now the tonnage consisted mostly of general merchandise bound for Calumet. For several years lumber was the single greatest commodity

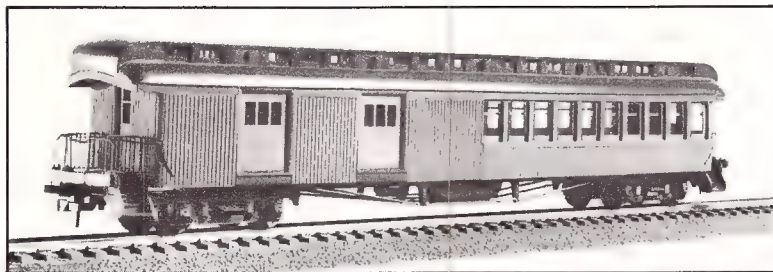
carried, but eventually it was replaced by coal which arrived at the dock in Hancock and was distributed to the various mines.

The acquisition of the MR by the DSS&A in 1893 at first did not change the operation of the MR, but in 1897 it was decided to convert the MR to standard gauge. Along with the change in gauge, came a change in the route into Calumet. The old line north of the H&C crossing was abandoned, and a standard gauge track was laid parallel to the H&C from the crossing to the H&C Calumet station. The change in gauge was made during September of 1897 and the first DSS&A passenger train arrived in Calumet on the 29th of that month.

The MR name was continued for many years, but it was operated as a part of the DSS&A using mostly DSS&A equipment. The route is now part of the Soo Line and, although it was abandoned in 1978, the rails from Hancock to Calumet are still in place.

For those of you looking for more information on the Mineral Range don't miss John Campbell's excellent article in the October, 1981 **SOO LINE**. This magazine is devoted to the Soo Line and is published by the Soo Line Historical and Technical Society, P.O. Box 1126, Manitowoc, WI 54220. Single copies are \$3.00 each. Ed.

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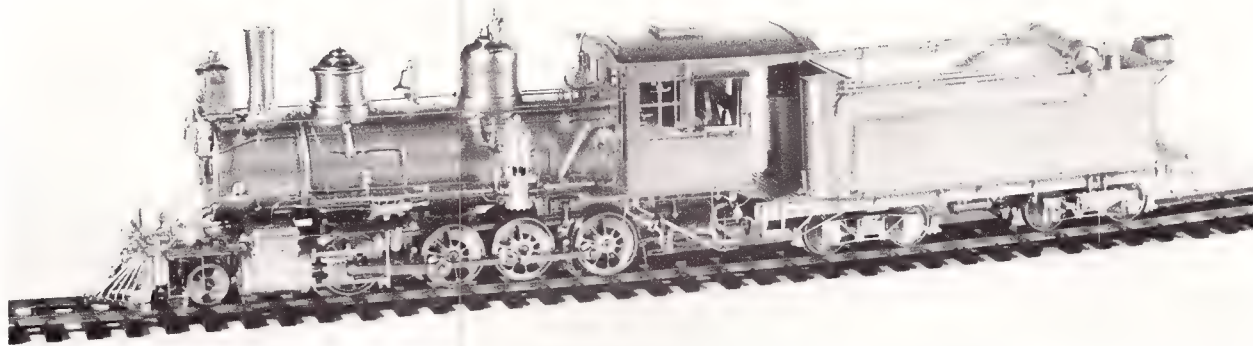
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by Tom Knapp
Photo by the author

The recent NMRA National Convention in San Mateo showed that there is a great deal of interest in Nn3 and period modeling both in narrow gauge and standard gauge N scale. Two things were evident from my discussions with hundreds of interested modelers—first, many are not familiar with some of the basic scratch-building techniques necessary to model in Nn3, and second, most are not aware of the range of commercial products available for modeling the period scene. This, then, is the first of a continuing series of articles describing techniques (both my own and those of other N Finescale modelers) and available products. I hope those reading these articles, whatever scale they work in, will feel free to comment, especially if they have methods or techniques which will help advance fine modeling in N scale.

On the motive power scene, the first Robert Sloan/Nelson Gray Nn3 locomotive conversion kit is now out—the Class 48 0-6-0T (the “Goat”). The conversion is very simple, and the castings are set up to accommodate either narrow gauge Kadée N scale or new Nn3 Kadée N scale or new Nn3 body-mount couplers. The metal castings give this locomotive good pulling power despite its small size. However, the 0-6-0T mechanism is still a difficult locomotive to operate, due to its limited electrical pickup. What is needed are track sliders to supplement the four drivers with wipers. Two other locomotives are also now available which I have not yet had the

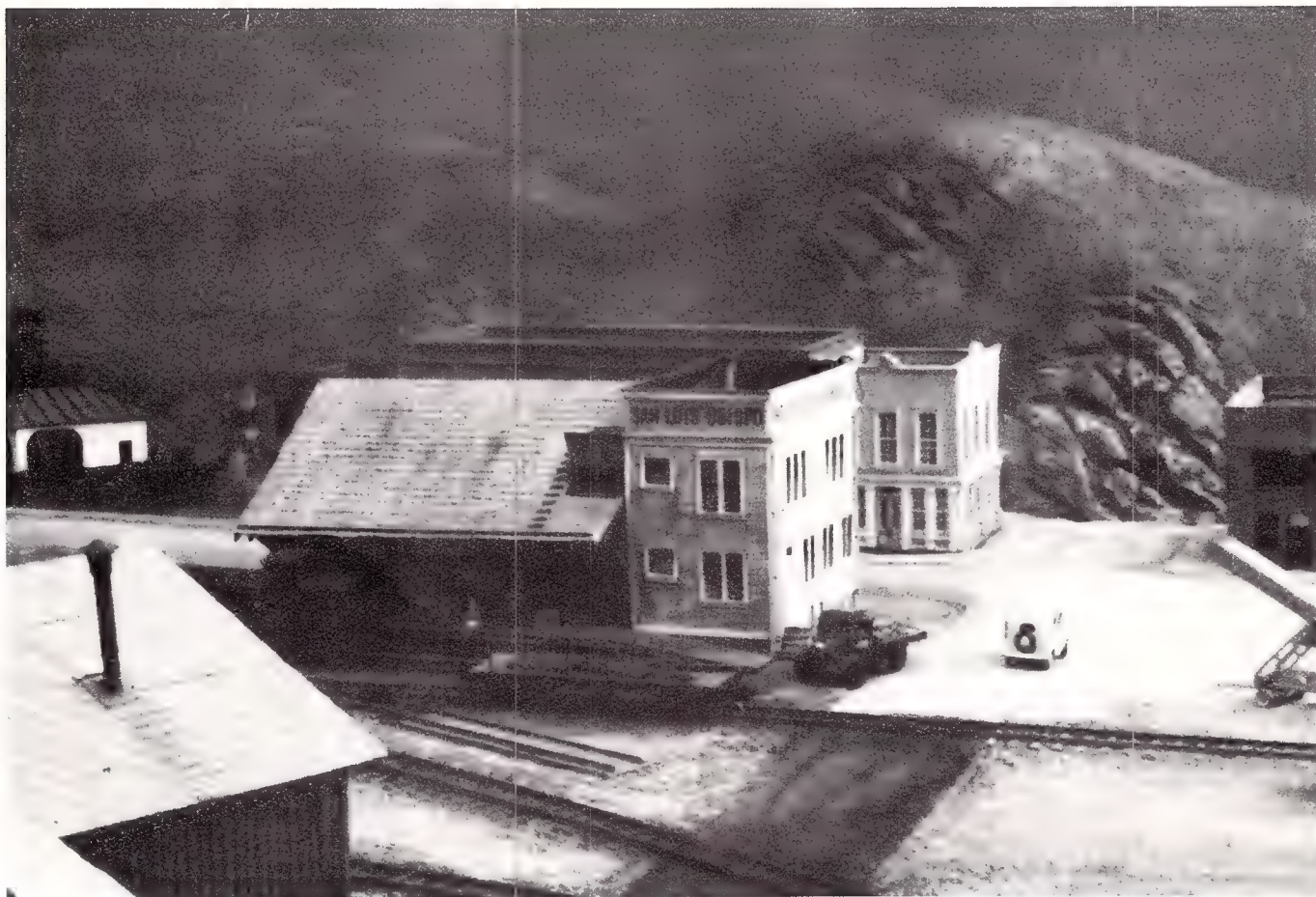
opportunity to examine: a WP&Y RR diesel (kit), mechanism is available from Peter Postal, Brooklyn Locomotive Works, 2045 E. 37th Street, Brooklyn, NY 11234, and an etched brass kit for EBT Mikes #14 and #15, to fit a Marklin chassis, is available through Locomotives, 10045 Waterford Dr., Ellicott City, MD 21043. I understand these locomotives were similar to WP&Y RR Mikes. Locomotives also now has available etched brass kits for EBT two-bay hoppers.

Locomotives has also now expanded its line of Nn3 turnouts to include six different turnouts and two different wyes, all code 40 nickel silver rail on PC ties. I understand that when the new Code 30 rail becomes available they will probably expand their line to include turnouts in Code 30, as well. To aid in trackwork, Nelson Gray now has available a diecast three point Nn3 track gauge for \$1.00, and Bob Sloan has an etched brass Nn3 clearance gauge, also \$1.00. This gauge includes a wheel check and coupler height gauge, as well. There are a couple of differences between this gauge (and those dimensions printed in the Nn3 Manual) and the clearances proposed by the NMRA Engineering Committee—primarily those concerning platform clearance for K series locomotives and large equipment (rotaries, etc.). The Sloan gauge is sized to accommodate this larger equipment, while the NMRA proposed standard includes the provision that if this type of large equipment is to be

used, standard gauge dimensions should be used for those factors. All-in-all, Nn3er's would be well advised to use the larger check gauge clearances of the Sloan gauge to allow for a variety of narrow gauge equipment. At this time a serious look is being taken at N Finescale standards and that the future will see a move away from the “high rail” look of N scale.

As a transition from trackwork to accessories, Detail Associates now has D&RG and harp switch stands available. I used 30 of these on my display layout at the NMRA Convention, and they were very effective. I fastened them in place by using a small bead of Goo along the bottom—to one side—and placing them on the long ties which flank the throw rod. This small bead was enough to hold the stands in place during take-down, shipping, and set-up of the layout, but was also flexible enough so an errant hand simply bent the whole stand over to the ground without damage.

Period vehicles do a lot in setting the time-period for a layout. Period vehicles are available in white metal kits from Langley and Fleetline of England. These very fine quality white metal and brass kits are available from J. Jones Specialty Service, RR #1, Box 28, Kinsac, N. S. Canada B4C 2S6, and Pacific N Scale, 1135 Lonsdale Avenue, North Vancouver, B. C., Canada V7M 2H4. The list of available castings is extensive and ranges from horse drawn hansom cabs down to canal



The San Luis Obispo yards of my Nn3 Pacific Coast Railway. This scene shows some of the possibilities of Nn3. Photo by Tom Knapp.

boats, including a variety of 1900-1940 cars and trucks, and railroad scene accessories. The lists are typically un-illustrated. Fleetline #N78 is listed as a 1922 Ford T one-ton Dropside/Covered Lorry. It is composed of 10 white metal castings and a length of brass axle wire; the uprights for the windshield are brass wire cast into the firewall/dash casting. This kit makes into a classic looking hard-tired commercial truck with a low side bed and optional "canvas" top over the rear. The cab, roof, and bed are separate castings which ACC or epoxy to the frame-hood-front fender casting, making it relatively easy to create an almost endless variety of commercial vehicles. I bent the ends of the front brass axle to set the wheels on a curve. Fleetline #N92 is a Wallis & Stevens Road Roller. It is composed of six white metal castings and some brass wire (2 diameters) for axle and roof supports. This one came without an instruction sheet, but I think I stumbled through it correctly. For this kit I put a 00-90 screw through the center of each wheel and turned each in a motor tool to polish the metal roller surface. After assembling the kit, I painted it with a mix of yellow and red Testor's enamel then added some rust and some grease and oil streaks. Langley #A/F/PT is listed as "Period Tractor (1940's)" and appears to be (I'm told by those who should know) a pre-war Fordson. This was built from five white metal castings (six if you count the driver figure) and painted red with touches of rust and

grease/oil. James Jones requests 25¢ for his lists of castings, and, although I don't know if Pacific N Scale also requests postage and handling, this would seem a reasonable amount to send them also. Pacific N scale themselves manufacture a fine 1949 Mercury and 1953 Chevy in plastic, and have mentioned that if there is sufficient interest, they will investigate doing some 1930's vehicles also, so put in a plug when you write them.

I mentioned the Kadee Nn3 uncoupler earlier while describing the new Sloan/Gray 0-6-0T kit; I discussed this coupler with Keith and Dale Edwards at the Convention and can report the following: the couplers will be available in three configurations – as a conversion coupler to fit the Marklin draft gear box (as tested for this report), as a long shank coupler to fit the Nelson Gray line of injection molded Nn3 freight cars, and as a body-mount utilizing a draft gear box similar to their standard N scale coupler but smaller. I equipped a Marklin 4 wheel gondola with a pair of the conversion couplers and ran a couple of tests. The couplers snap to the side reliably and forcefully when rolled over a Kadee under track uncoupling magnet, and center themselves as they move beyond the magnet. The coupler will mate with the standard Kadee N coupler, with some manual help. We ran this car in the middle of an eight car train for about three hours of continuous operation with no problems. The coupler will not mate with the Nelson

Gray Nn3 dummy coupler. The couplers will not be available for some time, but the wait will be worth it.

I gave a clinic on Nn3 trackwork at the National Convention, and prefaced it by stating that Nn3 is still in its developmental stages, and that we are all learning. I pointed out that I was still working on my own track-laying techniques, and learning from others, and from my mistakes as I went along. One of the things I have learned is that rail laid with the Pliobond/hot soldering iron method can be very strong and dimensionally stable initially, but that after several years of expansion and contraction and cleaning with a "Bright Boy" the rail can move. Some of my Code 40 rail has been down for five years, and I have noticed "creeping" gauge problems. With Code 40 I can correct these problems by spiking the rail with Railcraft Code 40 spikes; I don't know if that is possible with Code 30. In retrospect, I feel I would have been better off if I had interspersed some printed circuit ties periodically (every 10 ties or so) among the wood ties and soldered the rail to these in addition to glue. This probably would be most effective at curves, at turnouts, and at the end of sections of rail, where the use of a "Bright Boy" is most likely to break the glue bond.

FUEL FOR THOUGHT

by Clarence T. Tharp
Photos by the author

In the summer of 1966 I had the pleasure of visiting the last steam powered mining operation in the anthracite fields of Pennsylvania. A few miles south of Wilkes-Barre the Blue Coal Corporation operated Wanamie #18 and #19. As I watched and photographed the operation I found myself getting all sorts of ideas of incorporating such an operation on my HO layout. The nice thing about an operation like this is that there are no complicated structures. Using the narrow gauge equipment offered by AHM and modifying some of the beautiful small brick structures on the market today, modeling a coal mine like this would be very easy. Another good feature is that you can have a small narrow gauge operation rather than just a mine structure with hopper cars under it. As the title implies I hope this material will inspire you to build an anthracite mine for your layout.

Wanamie is a slope mine. Different from shaft mining, where the coal is lifted straight up out of the earth by elevator, a

slope-mine is just what the name implies – a long sloping shaft into the earth. The narrow gauge tracks run right down to where the coal is being dug, and the mine cars are raised and lowered by cable attached to a large electric winch in a structure located directly opposite the mouth of the slope. This structure is called the "engine house". The engine house need not be located close to the mouth of the slope. The cable may be supported by idler pulleys mounted on wood or concrete supports. The electricity needed for this operation requires high voltage power lines, transformer yards and small power substations. Communication is carried on between the engine house operator and the crew in the mine slope by means of an electric bell. One ring equals stop, two rings equal up, three rings equal down, etc.

Mine cars (loaded and empty) are moved by gravity as much as possible. The mine cars have no brakes. Cars being moved by gravity are stopped by means of

a wooden wedge (sprag) placed between the rail head and the wheel. The cars are coupled by means of a link hook. There is plenty of slack in a coupling like this and that is the reason for the buffer plates on the end of the cars.

You will note that workmen at Wanamie have done a super job of detailing the area with things like car wheels, rail, chain, pipe, tools, timbers and footers for old structures. For night operation bare bulbs are hung from wires strung on poles and structures. Timber stored on the property for mine props ranged from cut lumber to logs with the bark still on them. The atmosphere of this mining operation certainly doesn't require neatness.

Photos 1 thru 12 take you through the entire operation of getting coal from slope 19 to the standard gauge hoppers at Wanamie.

In the next issue Chuck Yunkurth will describe a small anthracite operation which would make an ideal small layout. Ed.

Wanamie

A 30-inch prototype

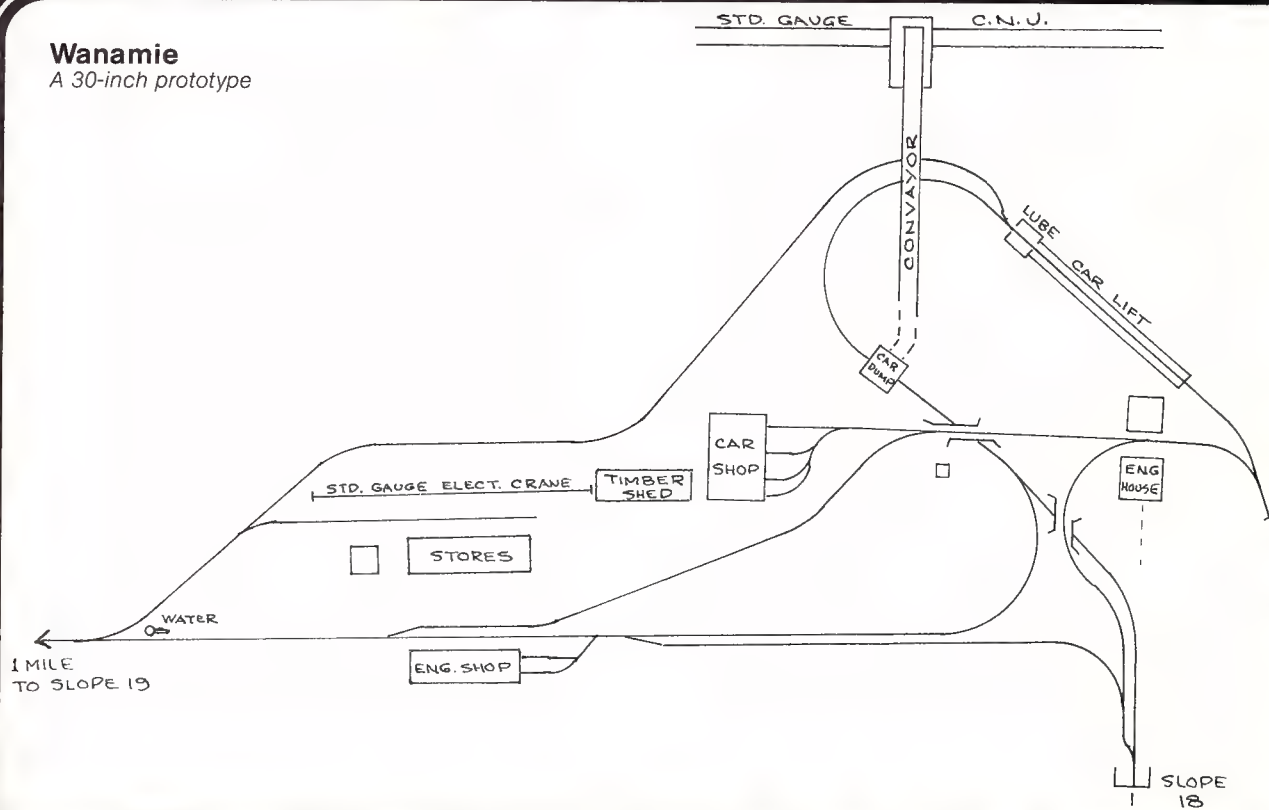


Photo 1. Three loads come out of slope 19. One brakeman or "spragger" will ride the loads. The other man will hook up the three empties on the upper track and send them back down into the mine.

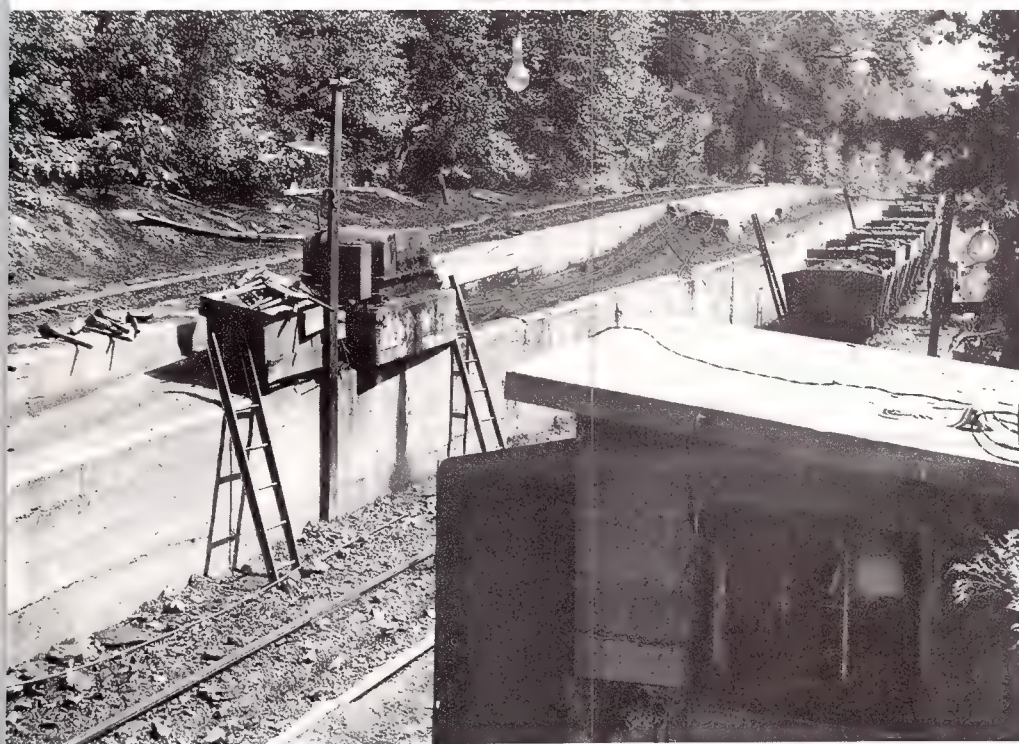
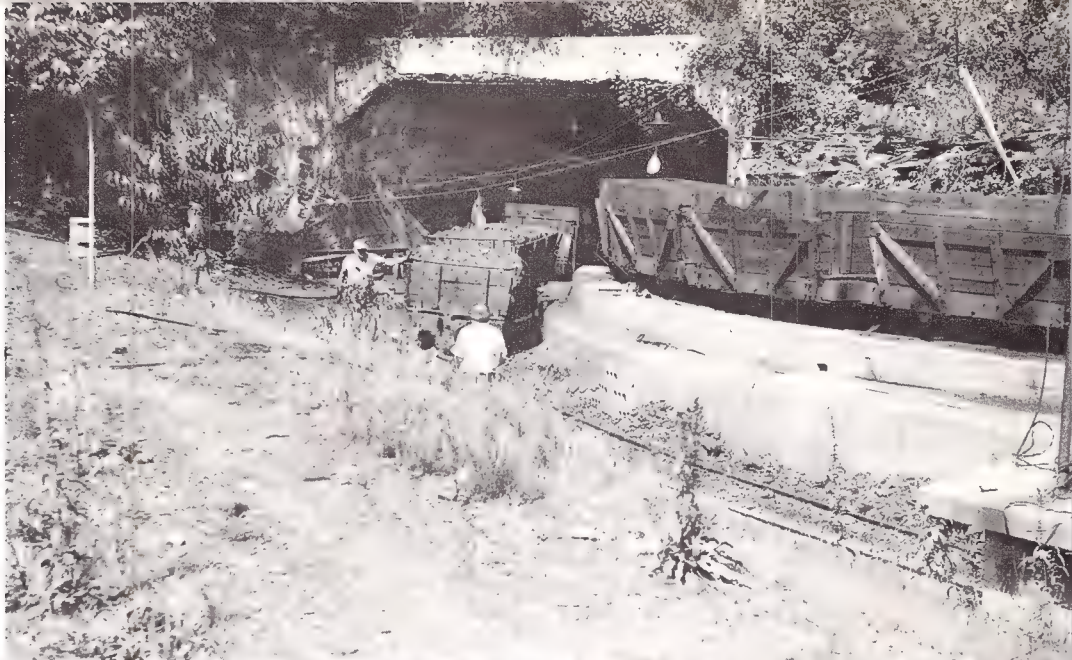


Photo 2. The empty cars are hauled up an incline by this donkey engine. The loaded cars wait to go to the colliery on the lower track.

Photo 3. Number 4 ready to go with 40 loads. Engine #9 will push.



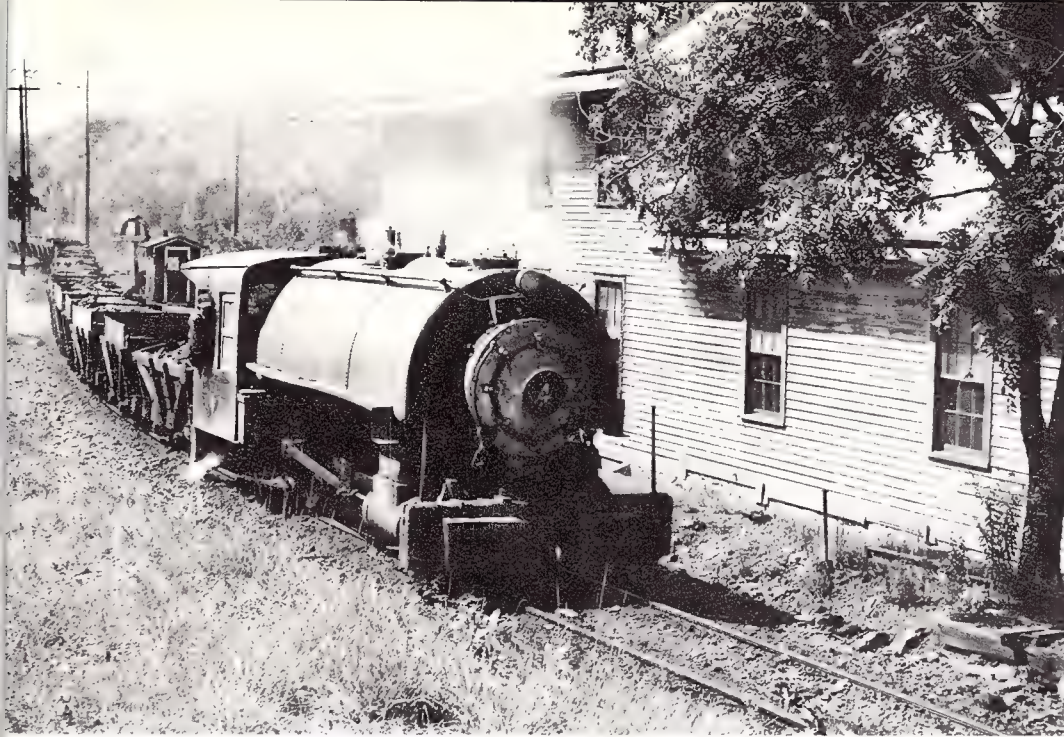


Photo 4. The line runs though the back yards of several homes on its way to the colliery.

Photo 5. Number 9 is shoving hard on the rear of the train.



Photo 6. After a flying switch #9 pushes loads to the breaker. Number 4 can be seen in the background hooking up a train of props and empties for the return trip to slope 19.

Photo 7. The car dump is in the corrugated metal building. The conveyor carries coal to the shaker and loader in the background. An empty car can be seen rolling out of the car dump.



Photo 8. The car lifter carries the empties to a higher level by using a continuous chain and gravity like a roller coaster.

Photo 9. A car just clears the switch points as it runs through a switch-back at the top of the car lift.



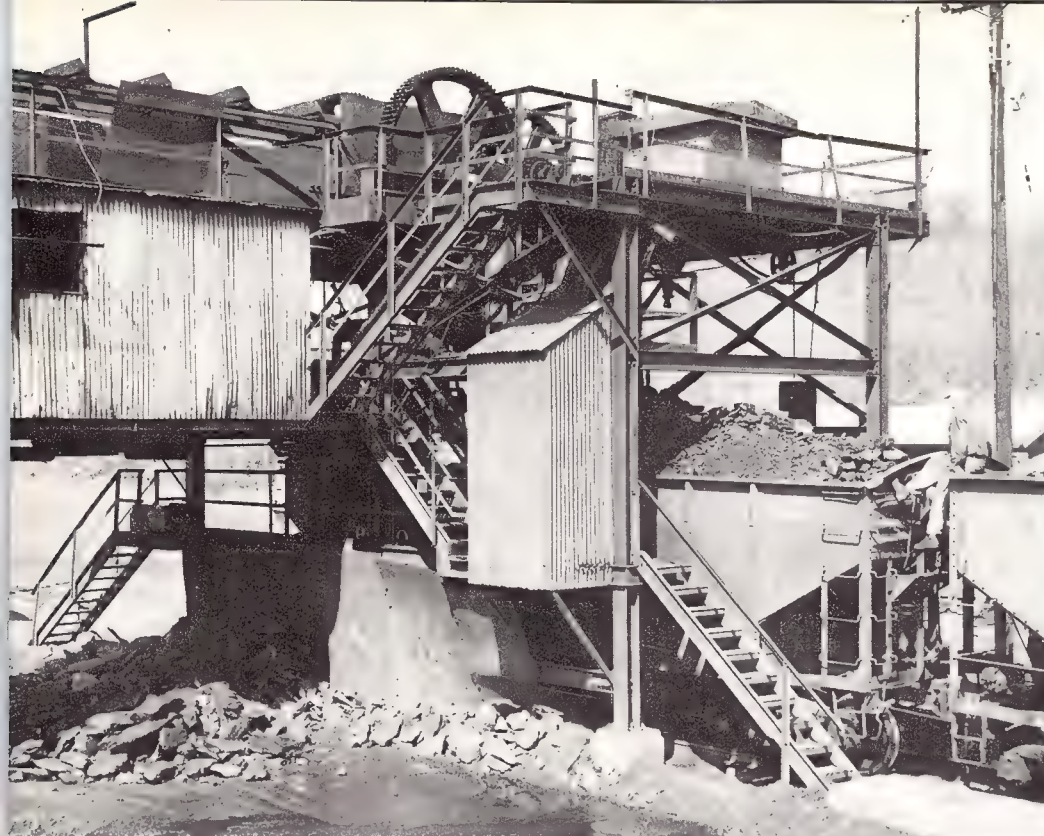


Photo 10. The shaker and loader. The standard gauge belongs to the Central New Jersey Railway.



Photo 11. These powder cars are the same as the basic coal cars.

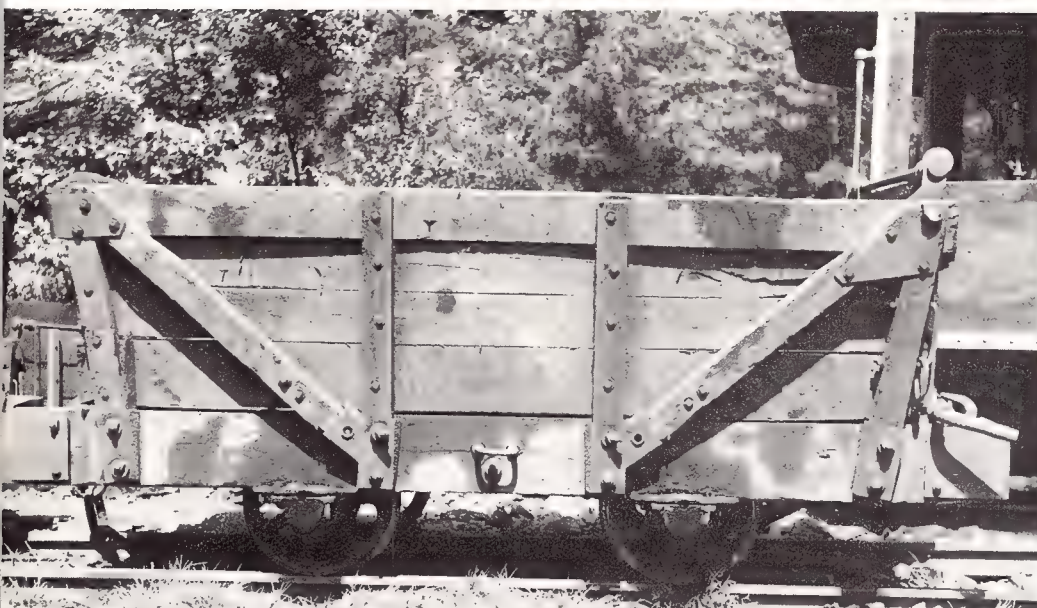
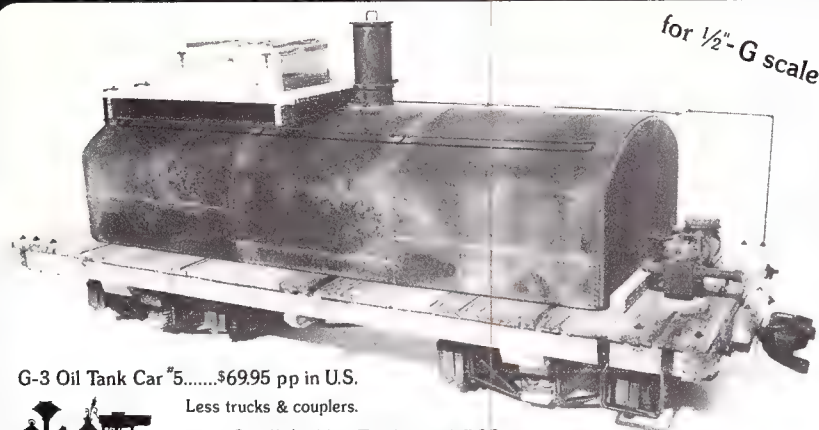


Photo 12. A typical mine car at the Wanamie operation.



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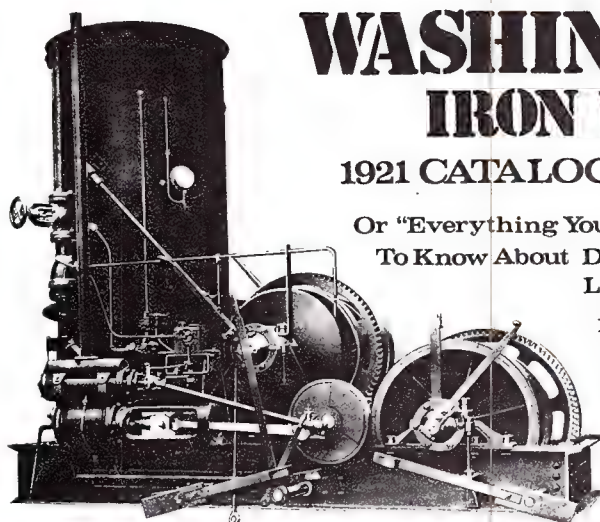
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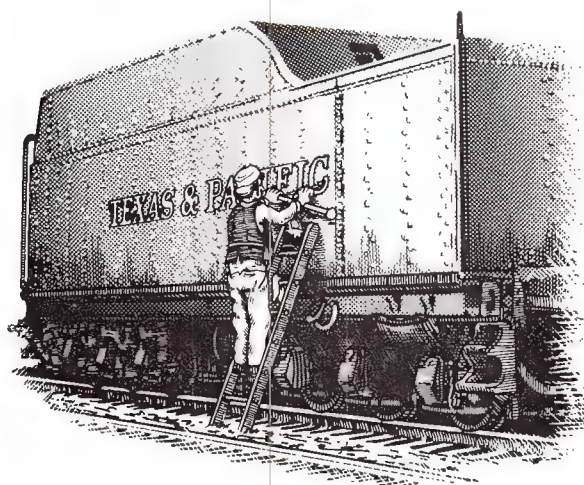
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ARE YOU QUALIFIED TO BUY BRASS?

Despite what most of you may think, money is not the sole ingredient. There's more to this facet of the hobby than meets the eye. Answer these three simple questions and see if you really have what it takes.

1. You've been buying your brass from one store. You tell the owner to make sure he gets you an Overland Models U.P. CA-3 caboose. The cabooses are imported but your dealer fails to get any, even though you've frequently reminded him of your strong desire for this item. Do you (a) leap across the counter and clean his clock? (b) Buy a plastic caboose kit, styrene, a rivet punch, body putty, glue and a razor saw? (c) Casually say, "Oh well, it's just another caboose", adjust your hat at a rakish angle, saunter outside and bite a lamp post, or (d) immediately write a letter to **Bob Brass** in the not-too-vain hope that he can still get you one at his low, low price of approximately \$56.40?

2. An engine that you and a lot of other people really want has just arrived. Your local dealer usually massages his prices to some extent, but he now advises you that on this piece, "it's full list or forget it!" You protest vigorously, reminding him of past faithful patronage. He turns and offers his next-to-last engine to the collector behind you, who gives his wallet to the proprietor, runs into the street laughing hysterically, and is hit by a bus. Do you (a) try to trade a quick ride to the hospital for the injured person's engine? (b) Liberally coat the last engine with lube and hand it to the proprietor with a kindly suggestion? (c) Buy 2 die-cast kits, 1 lb. of solder, 15 feet of assorted brass wire, 3 dozen cutoff discs, 109 castings, a can of candy-apple-gold spray paint and 23 photos of the prototype, or (d) immediately write a letter to **Bob Brass** with the less-than-preposterous thought that he will still be able to get one at his usual low, low price?

3. You have just bought a Korean brass engine. The mail order firm from which you purchased it states that they stand behind every item they sell. You place your latest acquisition on the track, turn on your pack and the local nuclear power plant goes into melt-down alert. Do you (a) sell all your utility stocks? (b) Paint the engine (after it stops glowing) and take it to a swap meet? (c) Try and get the firm you bought it from to stop laughing when you ask for a replacement or refund, or (d) immediately write a letter to **Bob Brass** on the far-from-silly premise that he will exchange that engine for a good one for only the shipping charges, if the importer still has any in stock, or fix it for a nominal sum?

If your answers to the above 3 questions were all "d", you are truly qualified to buy brass models. If your answers were other than "d", you should immediately write a letter to:

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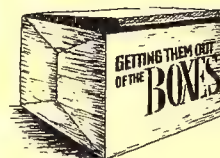
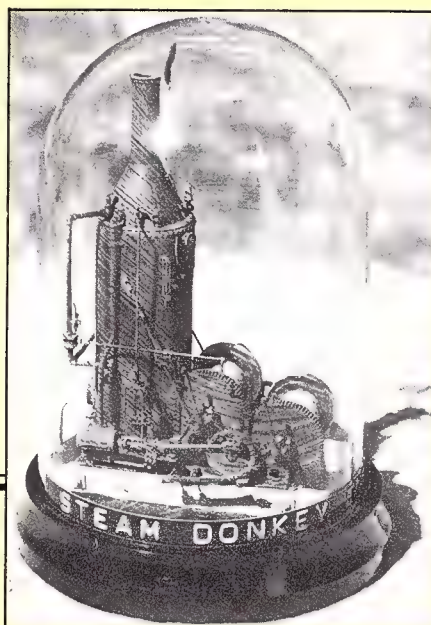
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with the not-too-dim expectations of receiving a 9 x 12 envelope. The contents will show you why hundreds of people think Bob is "d" one to see to make buying brass a lot easier than "a", "b", or "c".

MR. MUSCLE: Building the C.H.B. Two Drum Hoist Engine

by Reg Shaffer
Photos by the author

An excellent way to protect and display your C. H. B. donkey engine. The dome is made by Woodland Scenics.



Opposite: The completed donkey engine at work. Note the realistic coloring on the engine and the cable.

The American Hoist and Derrick Company built several versions of a vertical hoisting engine. There were one, two and three drum versions which produced about 30 horsepower. Logging camps used the engines for skidding, hoisting, loading and other heavy jobs. They could be loaded onto a heavy flat car and transported into the woods. Loggers had various types of water tanks for supplying water to the boilers of these engines. They used old locomotive tender tanks, barrels and drums.

Before I started to build the C.H.B. kit I didn't know much about the workings of a donkey engine. But after completing my kit I feel as though I know everything about this interesting machine. In fact, I think I could operate a real one if I had to. In my opinion C.H.B. did an excellent job designing this kit. The engine goes together just as if you were building the real thing. All the parts are cast individually so the end result looks very much like the prototype. The castings are very clean. This kit went together without a hitch. Some of you may have been tempted to purchase this kit but are afraid to assemble it because of the complexity and the small parts. Believe me, this kit is a great confidence builder; it was a pleasure to build. The kit was easier in many places to build than a wood kit.

I finished most of the engine by using "Blacken-it". This product leaves white metal looking as if it was out in the elements for 50 years. The kit instructions are very good and I followed them to a "T". The kit is constructed in sub-assemblies. I started a sub-assembly, drilled out everything that was required, fit and filed all parts and when I was pleased with the fit and position, I dipped all the metal parts into the "Blacken-it". I found that the longer you leave a part in the solution the more aged it will get. If I wanted a part to be extremely weathered I left it in about five minutes. Then after taking it out I let it

air dry without wiping it with a tissue. The effect is a somewhat rusty metal look. I found that sometimes Hot Stuff will not glue two parts together after they have been dipped into "Blacken-it". But if this problem occurs, leave out the metal blackener step and assemble your model without pre-coloring it. After it is assembled then you will have to spray paint the model. After all the parts are blackened you are ready to glue your sub-assembly together. I used the draftsman ruling pen and Hot Stuff method described in the March/April 1981 issue of the **GAZETTE**. It is helpful to use facial tissues to mop up excess Hot Stuff. Touch your tissue to the Hot Stuff joint and it will pick up the excess. Don't keep the tissue on the joint too long or you may glue your tissue to the joint or pull all the Hot Stuff out of the joint. A piece of bass wood will also do the same job but you have to keep breaking off the end once it has touched the Hot Stuff.

After you assemble the frame construct a skid to glue the frame onto. There are four very delicate nut-bolt-washer castings on the ends of the frame which can be broken off rather easily in handling. Glue the frame down to the skid to protect them. Also glue a 3/4 inch wood dowel to the inside of the boiler and thread a wood screw into it. This allows you to fasten your engine to things without gluing and it also provides a handle to hold while you are attaching parts or painting details on the boiler. If you get any glue marks on the finish don't worry because you can get rid of them during the final finish. I found that the brass parts such as wire, tubing, etc. need to be cleaned with fine steel wool before dipping. Some of the brass in the kit blackened O.K. after cleaning but ten minutes later, after it was dry it started bleeding liquid as though it had soaked up the "Blacken-it". Parts with this problem may need to be painted. Floquil Grimy Black matches the "Blacken-it" color. If you plan to have cable around your drums

you should install it before you assemble the drums to the frame. I found that a rust colored waxed nylon jewelers thread, found at craft stores, worked very well. A scale 1 1/2 inch diameter was a good size. Pre-color the cable before you glue it to the drums. Apply some Floquil Old Silver full strength to an old rag and run the thread through the rag quickly. It colors quite nicely. Some of the thread will not pick up the color and the rust color comes through which looks very natural. Put as much cable on the drums as you like gluing it down each revolution with Super "T" Hot Stuff. When you think you have enough cable on the drums cut the cable with the cut end at the backside of the drums. All you have to do to attach the cable to something is glue the new end to the backside, go a quarter of a turn to the front, and the cable appears to be one piece.

Continue to build up all the sub-assemblies according to the instructions. When you have a completed model go over it with dry brushings of Rust and Grime. This will bring out some of the finer details. A nice touch is to dry-brush Old Silver across the teeth of the drum gears. But be very careful, just touch the tops of the teeth. You want to create a worn look. Dust on a fine coat of a dull finish spray to cover any left over glue spots. Note that I mounted the engine in a Woodland Scenics glass dome by drilling a hole into the plastic base in line with the screw hole in the dowel in the boiler. This keeps all those nasty fingers off all that detail. It also makes a nice display piece until you have a special spot for it at your logging camp.

So let's get going and build those fine detailed models. They are not as hard as they look. They help to make your overall scene look more realistic and that's what it's all about. Believe me, it is worth the effort.





The Homestake Mining Company's 22-inch Gauge 0-4-OT's

The little engines that could . . . and did!

by Scott Zieske

The Black Hills gold rush, which started in 1876, led to the discovery of the Homestake Ledge or ore body in April of that same year. This hard rock deposit has yielded hundreds of tons of gold since that time and continues to do so today.

Homestake Mining Company has the longest continuously operated gold mine in the Western Hemisphere. Over the years various means of horizontal transportation both underground and on the surface have been used. Initially and until about 1901, horses were used to haul supplies to and ore from the growing maze of drifts, cross-cuts, raises and stopes.

Horses were reliable, but they had certain problems. The main one was their limited hauling capacity – also horses get tired just as miners do. In 1879 the company turned to Baldwin Locomotive Works of Philadelphia for a 5-ton steam engine to run on 22-inch gauge tracks. The "J. B. Haggin", an O-4-OT, was delivered and proved most successful in hauling trains of mine cars chiefly from the area of the Open Cut, a surface mining area, to the mills.

The little tramway engine was named for one of Homestake's founders and directors. It was hauled overland to Deadwood and then to Lead, Dakota Territory from a river boat landing at Bismarck, Dakota Territory by a team of oxen. The engine was Baldwin construction #4669.

This O-4-OT #1 and its almost identical sister engine, the "I. C. Stump" were fired by wood and used both on the surface and sometimes underground. They were replaced by Porter air motors about 1901. At that time both steam engines and horses were replaced by the newfangled but more reliable compressed air motors.

In its day the "J. B. Haggin" and its sister engine could haul 15 fully loaded two-ton ore cars in a train. The engine appears in early glass plate photos perched high above the town of Lead on a steel mill trestle. Two 3-foot gauge common carrier railroads ran beneath it. (See Jan/Feb 1980 **GAZETTE**, Page 26.) After 1901 the O-4-OT's were kept on reserve and used only when pressed into emergency service.

Today, most of the Homestake mine

trains are pulled by electric locomotives powered by batteries or via overhead trolley wire. The gauge of the track has been reduced to 18-inch in most areas of the mine, but some of the newest equipment runs on 30-inch gauge track.

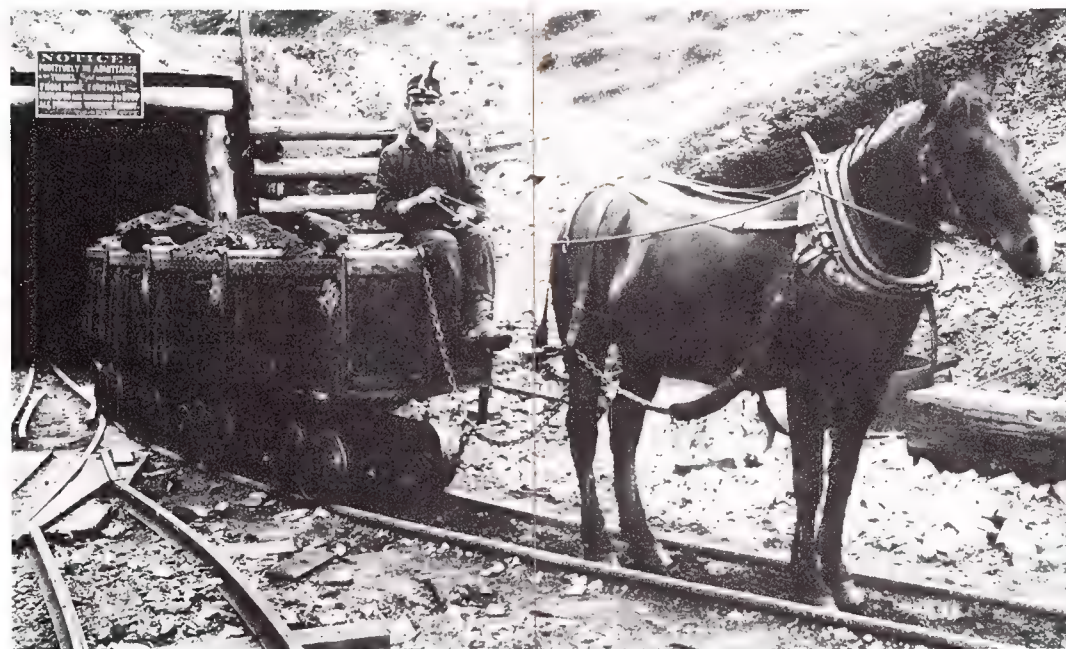
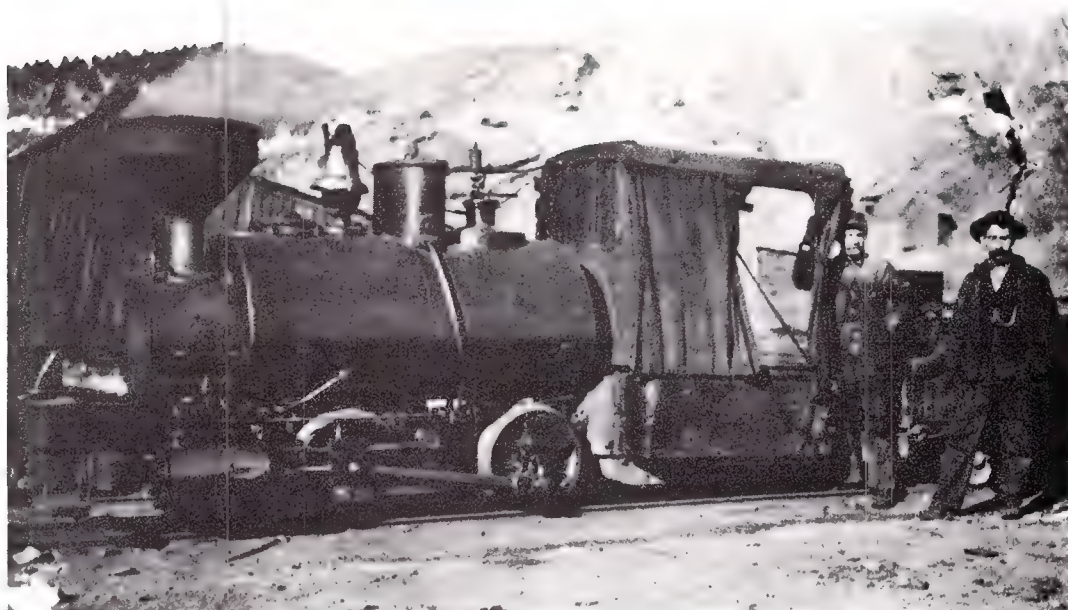
The "J. B. Haggin" survived and is now restored and on display at the Adams Memorial Museum in Deadwood. In fact, in 1932 when she was put on display, a charge of air was given to her cylinders and she entered the museum under her own power using a temporary track. Now that's going out of service in style . . .

Further reading

Fielder, Mildred. *Railroads of the Black Hills*, Superior Publishing Company, Seattle WA, 1964. Pages 7-9, 11-12.

Fielder, Mildred, *The Treasure of Homestake Gold*, North Plains Press, Aberdeen, SD, 1970. Pages 100, 122 and 292.

Photo opposite: This builder's photo of HMC #1 (named the "J. B. Haggin") was taken at the Baldwin Locomotive works in Philadelphia in 1879. The little teakettle has changed remarkably little in the past 102 years. Shortly after delivery the 0-4-0T's had a large sand dome added between a bell and the steam dome. This dome was needed because of slick rails in wet underground workings and outdoors in the open-cut mining area. Photo by BLW, courtesy of Homestake Mining Company Public Affairs Department.



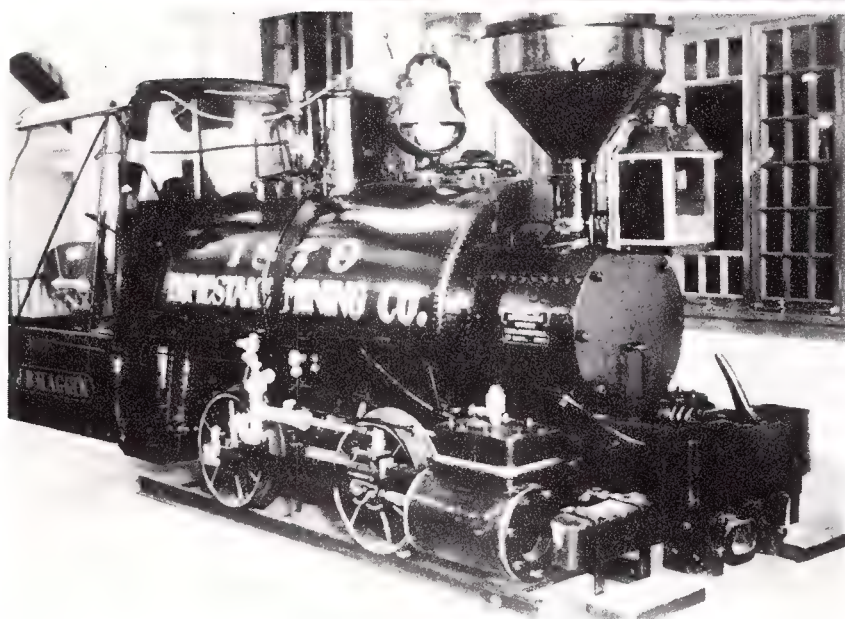
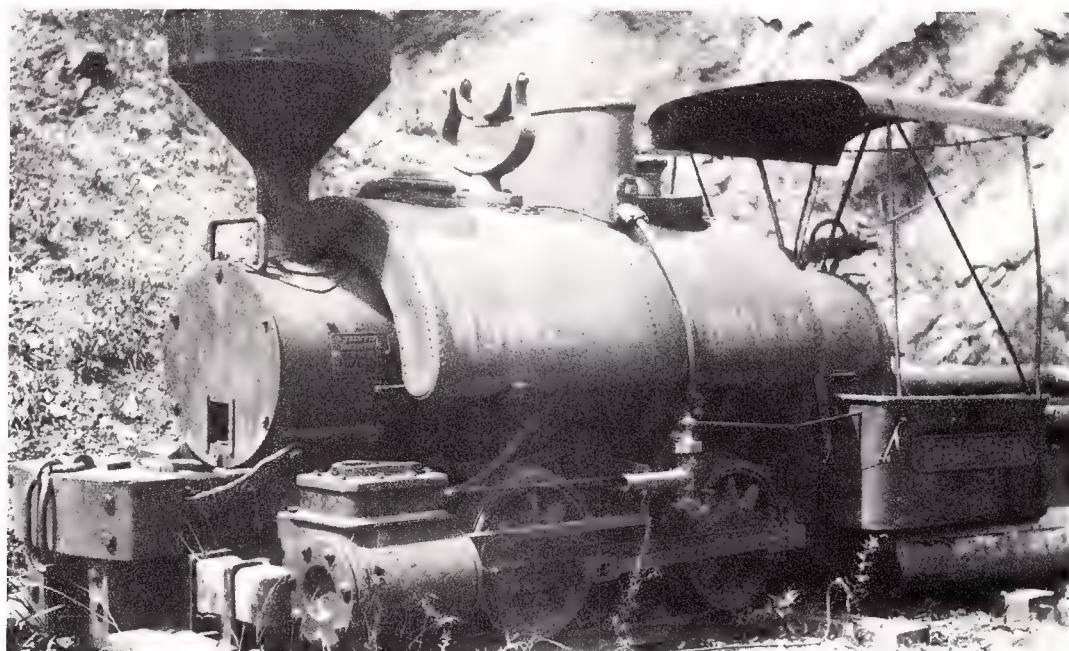
▲ An almost identical sister to engine #1 was purchased in 1889. She was named the "I. C. Stump" in honor of an early director of the company. The engine had 7 x 10 inch cylinders and 24-inch diameter drivers. Number 1 has a square builder's plate while this engine sported a round plate. Note the small tender added to the engine to increase the fuel load. Photo from the author's collection.

These photos were taken at the entrance to the Terraville Tunnel. Horses, both iron and hooved, were used in the vast Homestake workings until after the turn of the century. The hayburners sometimes lived out their lives underground. The locomotives were mainly used for tramway service to the mills and for other tasks on the surface. Both photographs courtesy of Homestake Mining Company Public Affairs Department.





This line-up includes the "J. B. Haggin" and two Porter compressed air motors. The compressed air locomotives were fireless and ran from a charge of compressed air. A few are still in service at the Homestake Mining Company. *Photo, courtesy of Homestake Mining Company Public Affairs Department.*



An unknown photographer captured the "J. B. Haggin" sitting out of service in 1913. She had been used for spare parts to keep her sister the "I. C. Stump" running. In 1932 she was restored and put on permanent display. *Photo, courtesy of D. S. Richter.*

Today the "J. B. Haggin" is on display at the Adams Museum in Deadwood, South Dakota. The addition of the candle-powered headlight is unexplained. *Photo from the author's collection.*

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□ **MARCH/APRIL 1980** – On30 Gauge Mogul, Forks Creek Section House, HOn3 C-25 Rebuild, Magic of the Rio Grande, C&NW Part 2, Phillips Trackwork, Woss Camp Water Tank, Logging Mallets Part 12, Industrial Tramways.

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□ **NOVEMBER/DECEMBER 1981** – Changing a Layout, The Empire City Railway, On the Way to Colorado, Part 2, Making the Most of Small Places, Gondola Cars of the D&RG, Part 3, Up Clear Creek, Part 12, Kitbashed Narrow Gauge Coach, Narrow Gauge in Pennsylvania, Turning Plastic Bottles, The Surry & Alna V&T Coach #17.

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An On3 Rotary QM Masterpiece

Built by Jim Johnson
Photos by Ray Priester

One of the many outstanding models shown in the contest room at the Narrow Gauge Convention in St. Louis was this beautiful On3 Rotary snowplow built by Jim Johnson of Staten Island, New York. The model was based on **RAILROAD MODEL CRAFTSMAN** drawings and 132 detail photos of the prototype. This model took over seven years to build after two false starts were abandoned. Most of the snowplow was built out of wood and styrene. The blade housing was vacuum-formed over a carved wooden master and the rivet detail was added using overlays. There are over 600 parts in the wheel assembly and housing.

The boiler was made from a carved balsa firebox and slope sheet with a brass tube covered with styrene. The cylinders, steam chests and beveled drive gears were carved and turned from wood. Mainrods, and valvegear were made out of styrene. The underbody is complete with brake gear and sheet-brass flanger blades.

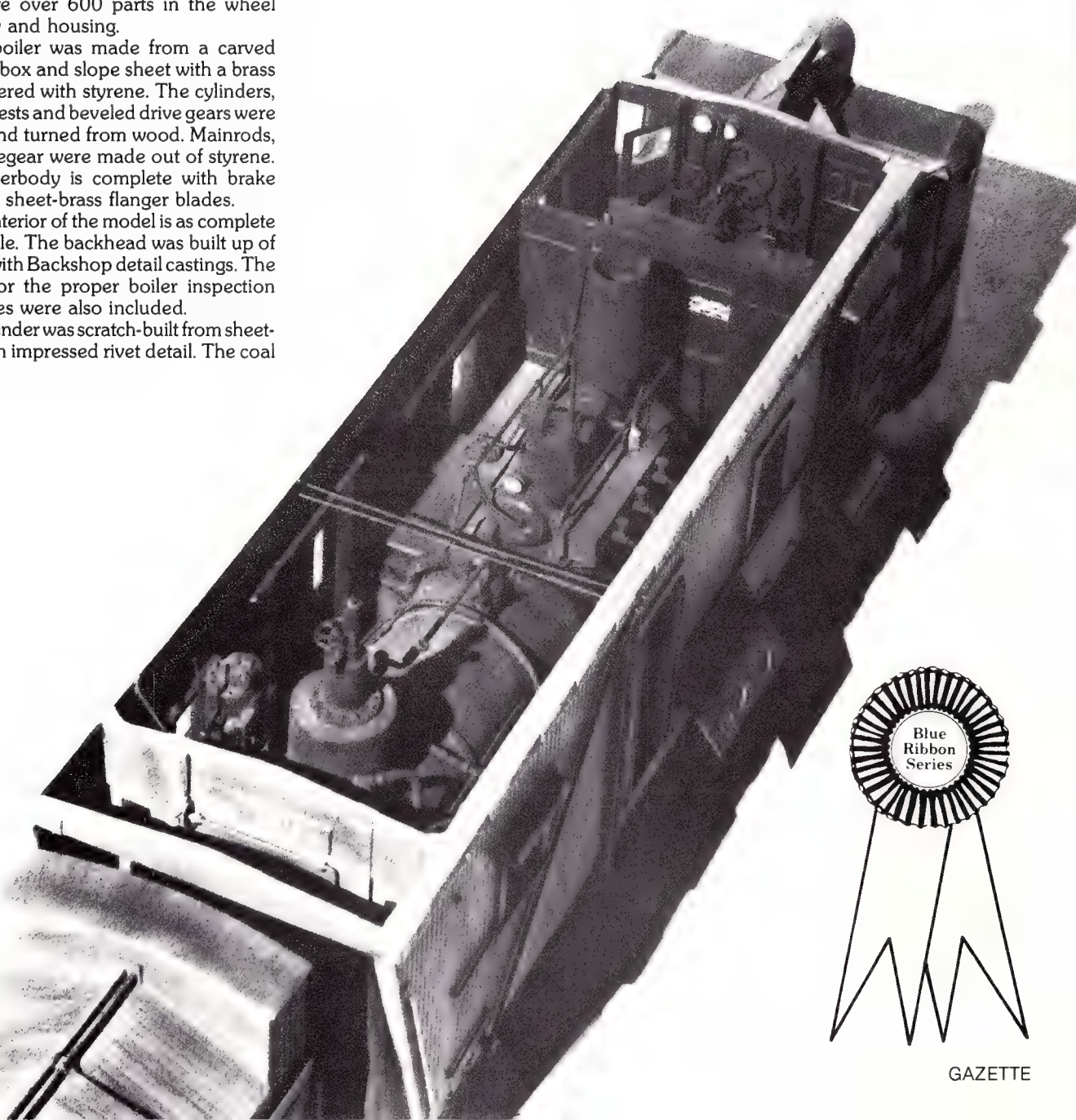
The interior of the model is as complete as possible. The backhead was built up of styrene with Backshop detail castings. The frames for the proper boiler inspection certificates were also included.

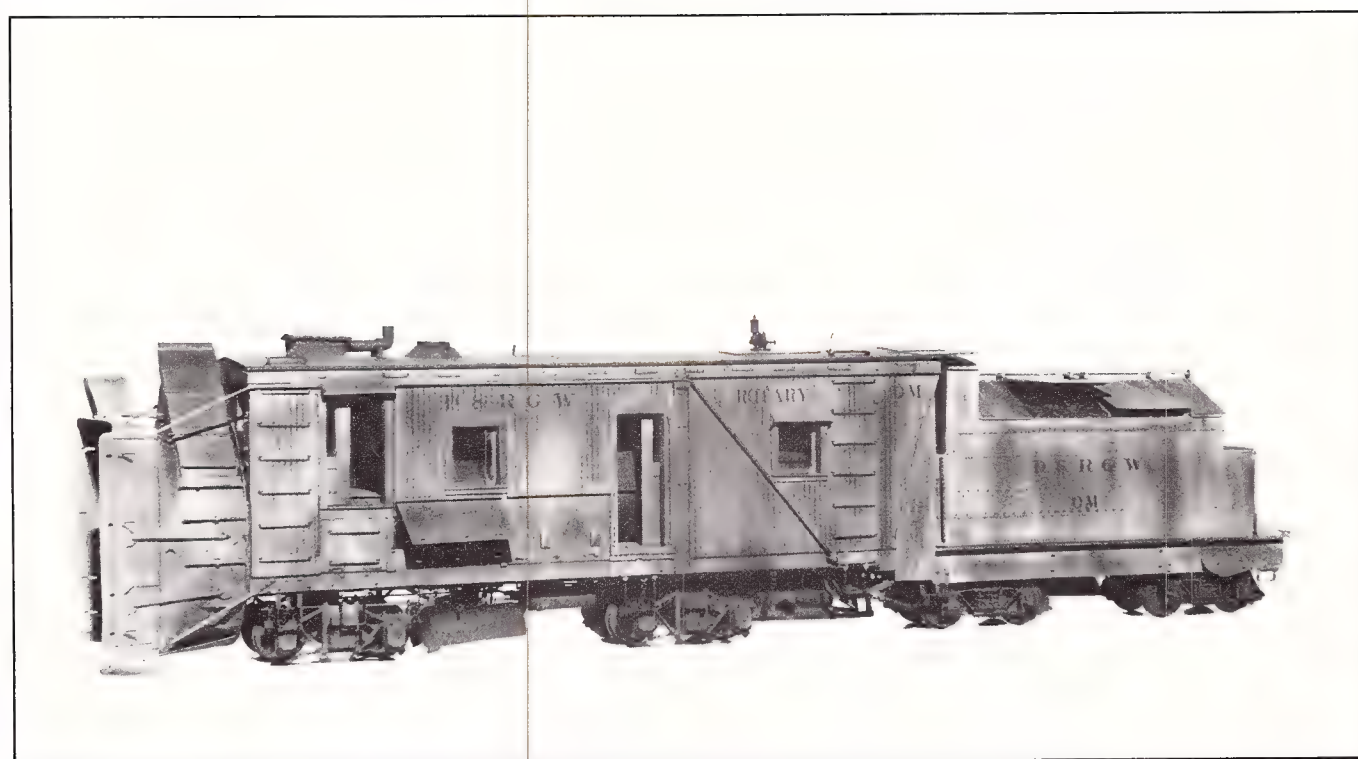
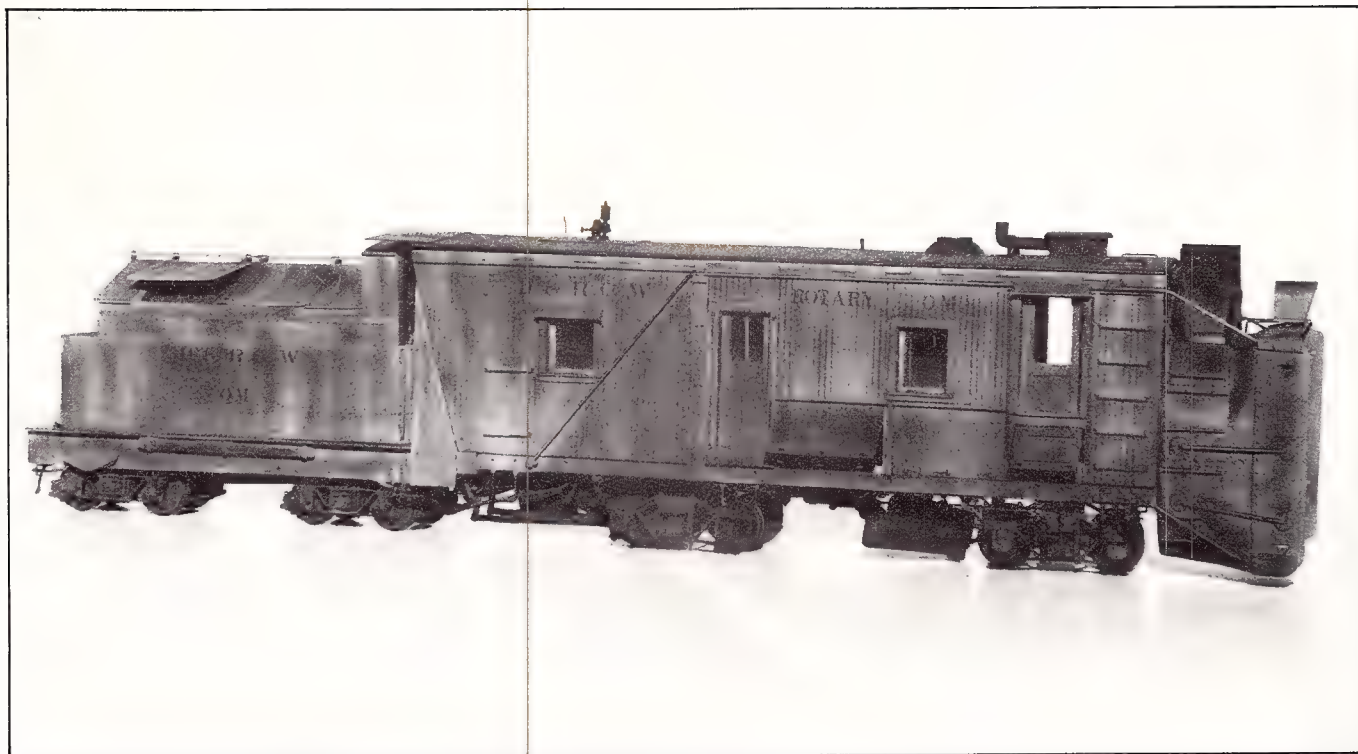
The tender was scratch-built from sheet-brass with impressed rivet detail. The coal

bunker housing was built out of scribed sheet wood. Brommer details were used on the tender deck and all the water connections between the plow and tender were modeled. The tender trucks are by the Backshop. The plow trucks are commercially available castings with built up wooden bolsters and spring planks. Grandt Line wheels were mounted on new axles on the model and microscope slide cover glass was used for window material. The builder's plates were photo etched by Nick Neos from Charlie Brommer's artwork.

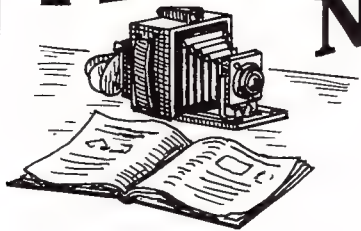
The model was airbrushed. The interior is Pactra Forest Green, the boiler is Floquil Grimy Black, and the exterior is Floquil Reefer Gray. Thinfilm provided the lettering and the entire model was weathered with dry colors.

So far the model has won "Best in Show" awards at the Mid-Eastern Region convention in Carlisle, Pennsylvania and at the Pacific Coast Region in Anaheim, California. Recently the plow won first place in maintenance of way at the Narrow Gauge Convention in St. Louis. *Bob Brown.*





The MODELMAKERS NOTEBOOK



A Home-Grown Street Sprinkler

by Al Armitage
Photos by the author

As most of you are aware by now, I have long been a firm exponent of freelancing for all kinds of railroad models. For one thing it's fun to do and, perhaps more importantly the results are unique and lend individuality to your railroad scene. If you have a short-line pike or a logging railroad freelancing can really add individuality because of the unusual home-made equipment such lines are noted for.

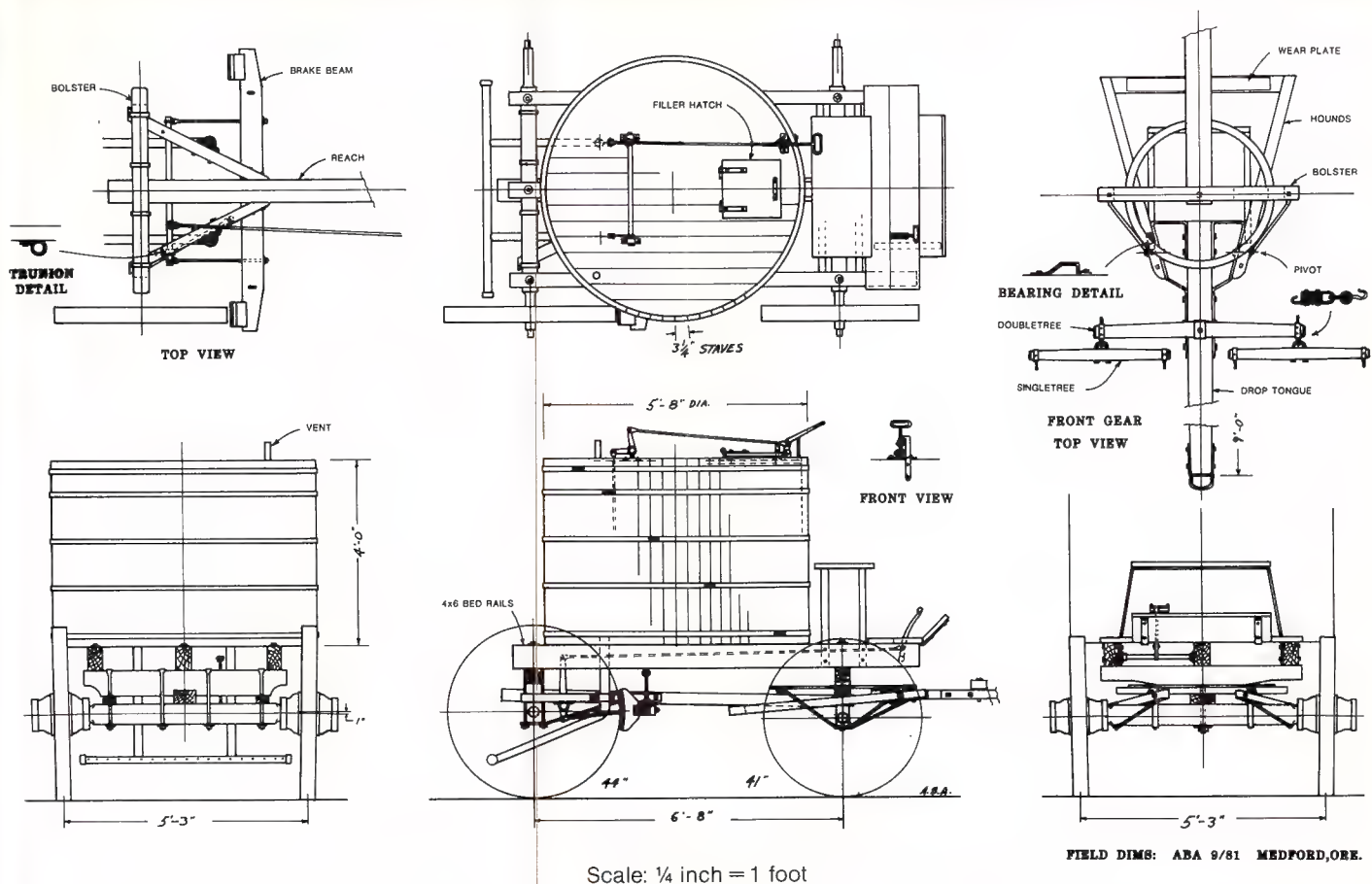
When I spotted the wagon in the accompanying photos my interest was immediately aroused. So I shot the photos and took a few measurements thinking I could design a neat little water wagon as a scenic detail. However, on further consideration, the water wagon idea didn't seem too plausible until I finally hit on the sprinkler cart as a perfectly logical piece of equipment for a small town with dusty streets and dirt roads. It could also be quite suitable for a logging camp.

The "prototype" is simply a rather clever advertising prop for a local outfit that makes and installs the currently popular "hot tubs". It was constructed from old wagon parts, three new four by sixes for a "bed", and one of their tubs. Sitting out on a corner of their parking lot the wagon is certainly an eye-catcher.

The drawings show the final results of my "brain-storming" and illustrate what can be done with a little imagination and logic. I've included enough information so the model could be built from "scratch" if you feel that ambitious, but an easier way to build it would be to utilize parts from a commercial wagon model or toy. Especially the wheels since these are difficult to make. I've shown the front wheel in case you want to make your own. The rear wheels are identical except for having 14 spokes because of the larger diameter. Note that both front and rear sets have one degree of "camber" built into the axles and that the centerline of the hub is not the same as that of the rim. This is shown in the section of the wheel.

It is doubtful that you will find wheels and other chassis parts exactly the size of the drawing, but this is not particularly im-





portant. If you can get your hands on such items by all means use them as long as they come reasonably close to the dimensions. You can make adjustments in other parts and still preserve the basic design. Since this wagon has a somewhat shorter wheelbase than most you will have to shorten the "reach" to suit. It doesn't matter whether parts you find are for a wagon of different chassis type. Any type is usable except a "spring" wagon. Bear in mind that the parts you use should be of fairly sturdy construction to carry that much weight so don't use light weight "carriage" type wheels, etc., on the model. Better to be too heavy than too light.

You will note that I have added brake gear, which is missing in the photos, and a simple rod and crank arrangement worked by the driver to control the flow of water. I figure this would be nothing more than a simple hinged "flap" type, cover over the water pipes at the bottom of the tank. The sprinkler bar is a length of pipe, capped at each end, with holes drilled in it to let the water squirt out. Primitive perhaps, but a home-made rig like this would be unlikely to be very sophisticated in its design.

The rest of the construction is pretty straightforward and needs no particular explanation. I would suggest the use of styrene for most parts because of its strength and ease of assembly. Scribed sheet styrene is ideal for the tank even though the line spacing may not be exactly right. The bands can be styrene strips or, if you prefer, could be of the "rod" type

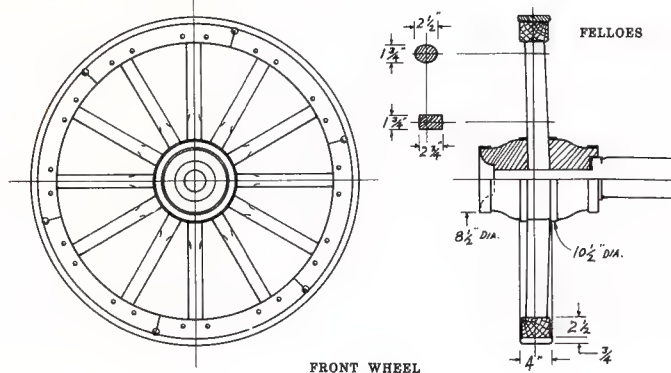
using thread or nylon "leader" material. The clamps are available, commercially for both types.

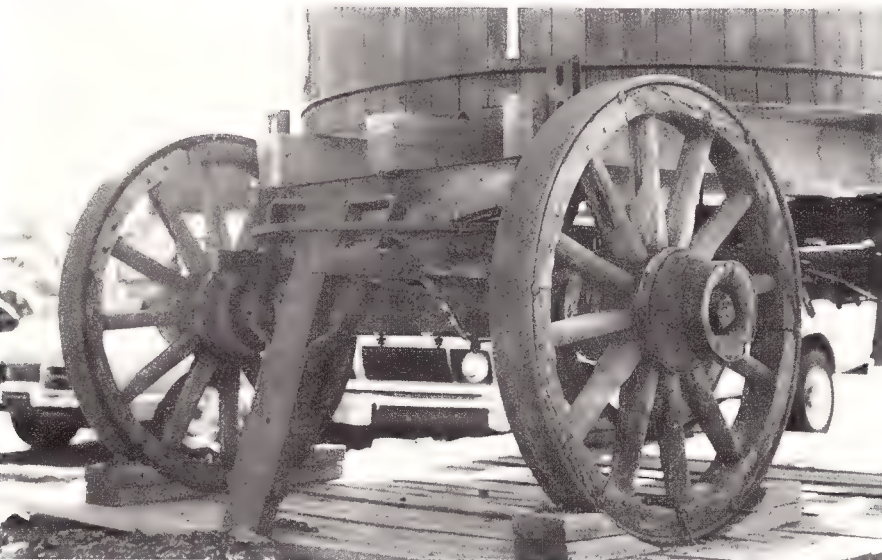
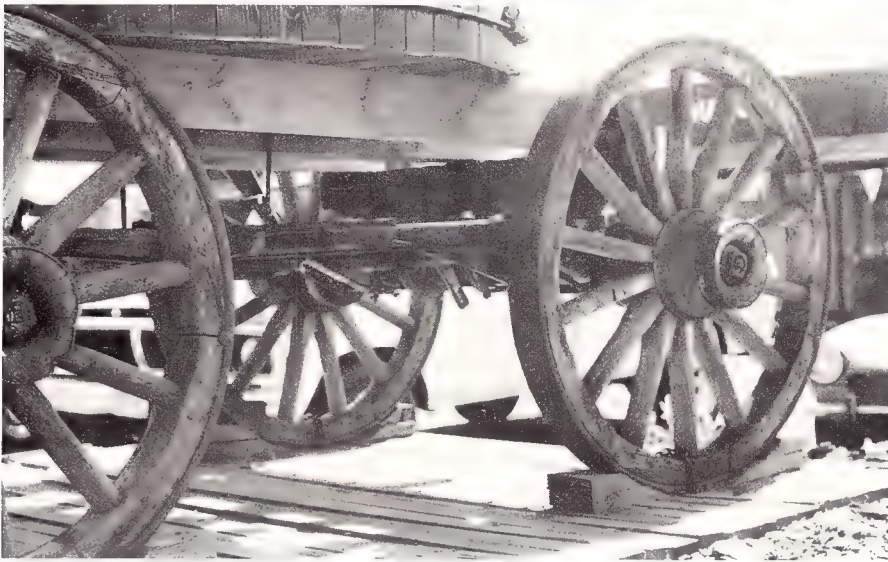
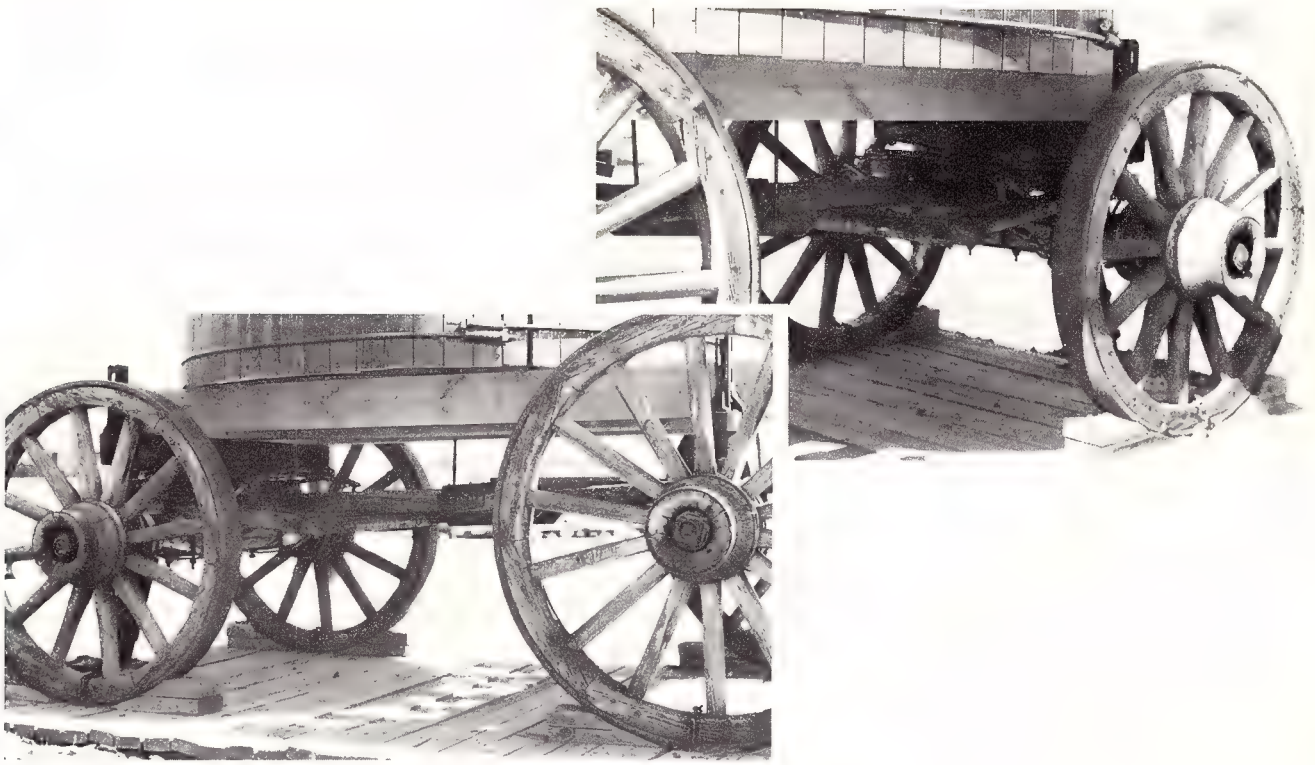
One thing that may not be clear to those not familiar with wagon construction is the function of the "front gear". The axle pivots on a kingpin and to provide support and balance, a ring sometimes called the "fifth wheel" is added. Most such installations have two rings. One is fixed to the wagon bolster and the other is fixed to the "hounds". These rings act as a bearing to keep the wagon level. This wagon is unique in having only one ring fixed to the bolster on a separate wooden bar. Two metal straps go from the front of the hounds, down under the axle, and up to a horizontal connecting bar which bears on the back of the ring. On top of the hounds, at the front, are two metal strap

bearings which bear on the underside of the ring. These are shown in a detail sketch. Also, note that the connecting bar across the back of the hounds goes under the reach for further support and stability. A metal "wear plate" is fastened on top of the bar and another on the underside of the reach at this point.

Most of the fastenings on a wagon were square-headed bolts with washers or "stove" bolts, which had a square head capped with a round "domed" head. The square part was forced into the hole to keep the bolt from turning when the nut at the other end was tightened. Small NBW castings of the square type will serve for the normal bolts, while escutcheon pins can be used effectively for stove bolts.

The "drop tongue" is pivoted to allow vertical movement. It is straight for about





two thirds of its length with the outer end being tapered as shown.

A pair of horses, often referred to as a "span" or "team", would be "hitched" to the wagon with the "single-tree/double-tree" arrangement shown. The double-tree was pivoted to the tongue with a bolt and had hooks on each end at the back for "trace chains" which ran back to the front axle. These loose chains allowed for the double-tree to swing on its pivot with the movement of the two horses. The single-trees were permanently held to the double-tree with iron eye-loops in the center as shown in the sketch. The hooks on the front of the single-trees were for the traces. These are the heavy leather "straps" which ran from the horses' collars and breast bands to transmit their pulling power to the wagon. This gear, except for the traces, should be included in the model whether or not you have the horses hitched up.

Nearly all wagons were painted, when new, usually with bright, contrasting colors and I would suggest similar treatment for this model. How about a medium blue for the tank, seat, and bed rails combined with yellow wheels and undercarriage? Or, perhaps, yellow for the tank, etc., and red wheels and undercarriage. You might letter it for the town's maintenance department to add a little class. It's a colorful, unique little wagon so put it out where it can be readily seen.

Next time out, I hope to have a neat little one-man sawmill for you.

AL — o



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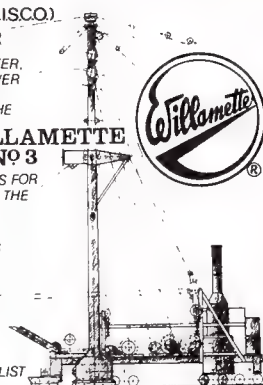
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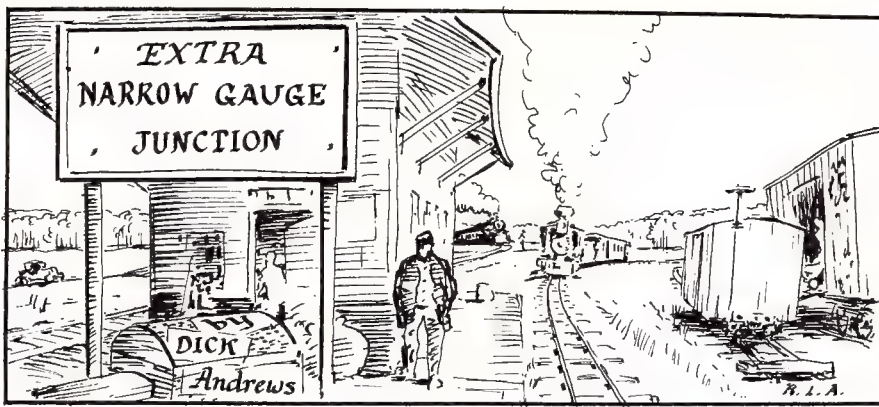
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by Dick Andrews

Old photos of our Maine two-footers often show the characteristic white frame houses and barns of New England. This style of architecture had much influence in the U.S.A. as New Englanders joined the western march during the nineteenth century. This past summer I decided to aim my camera at some Maine houses, barns, stores, churches and school houses. A bit of an album resulted.

The earliest buildings in New England were in the so-called colonial style, but you'll find very little of that in Maine. The

famed "House of the Seven Gables" in Salem, Mass., with its small diamond-paned windows, asymmetrical plan and overhanging second story, is a true colonial. Rooms were low and often entirely sheathed in wood. Fireplaces were massive and of the "walk in" type. Essentially they were English timber houses of the 16th and 17th centuries, only instead of being timber and stucco, they were sheathed in clapboards to withstand the New England climate.

Except for an area along the coast,

Maine was hardly settled before the Revolutionary War. This was due to Indian attacks. By the close of that war, New England was "into" the so-called "Federal" style with its elegant Georgian proportions and symmetrical facade. Photos 1 and 2 show houses of this type, and these date as early as 1795. These are town houses but some farm homes of the date were quite as elegant although miles from any village. A smaller variation is in photo 3 with its starkly simple form (it almost asks to be modeled in cardboard) and the "el"



1



2

3



4



running out to the shingled barn. Photo 4 is a house my wife and I bought in 1949 and restored. Both of these retain the characteristic massive central chimney of the colonial form. With all these houses, the framework is 12×12 hard pine or oak beams pegged together. Massive! The cross bar leaning against the wall of our house is an example of pioneer On3 modeler Jack Alexander's "Big Inch". The cross bar and the upright above the bar both measure four feet, so with dividers you can easily scale the house. Photo 5 shows an end view.

A subtle component in the aspect of these old houses is that they very gently "tent". That is, the ridge has a very mild sag between the end gables. If you wish to show nearly two centuries in an old building, let her "tent". The same is true along the eaves in front. Lay a straight edge along there and you'll see it; the ridge sags about as much. An old house with a straight ridge line says "fake".

By about 1820 the New Englanders were "into" the Greek revival style. Actually the Greek temple influence had been there right along (the Parthenon at Athens is simply the most elegant shed that was ever built) but now it was more marked.

Photo 6 shows this in a town building. (The style was of course popular all over the U.S. at that time, which means the eastern seaboard, north and south). The small farm "cottage" did not use the Doric columns, but it fancied up with boxed eaves as in Photo 7. Note also that the facade is higher so that the eaves are some distance above the tops of the windows. To my eye it is not quite so graceful as the Federal cottage. But it did give more room upstairs.

By the mid-nineteenth century the "balloon" mode of construction had come in with frame houses; that is, the mills were now powered and were running out 2×4 studs and the like, and houses were going up like balloons. In earlier times, men had pre-cut the timbers for a new house in the winter before, all by hand; had erected the frame and sheathed it quickly in the summer, and had then finished the rooms during the next winter. During this time, basic proportions had changed little. But with milled structural members one could begin to play games. The steep-pitched roofs of south Germany were a popular diversion, as in photo 8. Porches now appear. Note how heavy the eaves now overhang, and the Gothic arch effect

given some windows. Photo 9 is a variation on this with delicate scroll work and shutters.

A more or less Greek revival decor is shown in photo 10, but an apparently growing family has lead the builder to add gables to his "el". Any interest in symmetry is now gone.

While most old houses framed with 12×12 beams, and set on good granite foundation blocks, will not "tent" or sag too much, a string of "el" and shed buildings can sometimes get rather wild. Photo 11 might be entitled "Shall we dance?" Indeed, that line of lively buildings poses a real challenge to the scratch builder. May I suggest clapboards (or shingles) cut in curved courses to fit in with all that a-saggin' and a-hoggin'.

What done it? Winter ground heaves under light buildings not given a real foundation.

A long-time village general store is shown in photos 12 and 13. Check out that main ridge pole there; it shows up clearly in both shots. That's about right for the sag in a ridgepole as old as this one, for by the looks of her this old gal has sat there for nearly two centuries.

Next time I'll describe a church and



5



6



7



8



9



10



11

12



13



other shops and stores, and show how it all goes together in a living, breathing village where each man disregards his neighbor next door and is as neat or as sloppy as it just plain suits him to be. Perhaps this freedom from the conforming restraints of suburbia is what keeps these old villages populated.

On another note, I'd like to salute Al Armitage here for his top quality series on a Maine coasting schooner. Al's boat is a very typical model of a working schooner. Most were two-masters of this size and form, and they poked into every tiny cove and stream on that complex sunken Maine coastline, with its islands and points and bays and rivers, many on an intimate scale. Most suitable for model layouts. For those in Nn3 who might go for more masts, the three-mast schooners or "terns" came in after the Civil War mostly. By the 1880's there were four-masters and then in a few years there were five-masters, and by 1900 or so, six-masters – and then the one and only seven-master, the *Thomas W. Lawson*. These big schooners were not in local work of course; they ran south with lumber and north again with coal. Would you believe that the only two six-masted schooners in the world at that time collided in a fog off Cape Cod? They did.

To continue our story of narrow gauge model railroading development: by the late 1940's narrow gauge interested a number of people but few actually modeled it. You had to make your own. There were perhaps a dozen or so in On3; two or three in On2; and in Wisconsin, Carroll Weiss was the lone practitioner in HOn3. The original narrow gauge model pioneer, Hugh Boutell, continued his two-foot gauge projects in the odd scale of 5/16 inch to the foot, which correctly proportioned his equipment to a 5/8 inch track. This working group not only made its own plans from research and field measurements but of course shared them.

The question of interchangeability simply was not a problem. Once the scale was set (1/4 inch to the foot for O narrow gauge) the scale models could go from pike to pike, just as their prototypes did. For the American three-footers once running in every part of the country were interchangeable and standard roads; so were the two-foot carriers.

In 1947 I was approached by the NMRA concerning standards for On2 and was soon working on a committee chaired by Jack Alexander, serving to advise the general engineering committee whose chairman was a fine gentleman, Mark Harrison. As Mark told us, the NMRA had not originally given any thought at all to branch lines and other light forms. It had clung to the heavy class one system main line. This was only natural. "Gauge O" came into existence as the efficient wound field K&D motors appeared and permitted models of large-boilered locomotives on heavy track. An occasional old-time kettle would be given the motor in the tender covered by a "humongous" wood pile,

and one tried not to notice the drive shaft crossing the open gangway. A short line project was a short length of heavy class one line as modeled, and a locomotive would be a maxi-O-4-OT such as a B&O "dockside" whose 60 tons heft produced the same unit axle loading as a UP 4-12-2.

The advent of the permanent magnet motor permitted the development of HO with much the same approach. In this size, an interest in getting onto a standard 4 foot 8 inch panel over horses for a layout, lead to wide sales of "dockside" and other "shortie" locomotives and cars.

Such was the "short line" concept. Short – but hefty.

At this time a few hardy members of the trade began to be interested in narrow gauge, but it was all too easy to conceive of it in rather chunky terms. To be sure, steel works have used 36 inch and 30 inch gauge trams with 60 ton O-4-OT's and very heavy rails to carry the loading, as the hot metal cars run very hard around sharp curves as required in a mill yard. A narrow gauge reduces the drag on curves because there is less difference in the lengths of the inner and outer running rails.

It was considered that for the hobbyist, narrow gauge projects would be quickly developed as a side line by adding a third rail for dual gauge on heavy track. And it was then considered that this would require flangeways and wheel tires the same for both gauges.

Foreseeing this growing problem in getting across to the public what narrow gauge was really about, the On3 boys had approached one publisher but there was little interest there. Model railroading had become stylized and set. Anything "different" had to fit the pattern or stay out. I went and interviewed with Charlie Penn and Jim Thompson over a column for **RAILROAD MODEL CRAFTSMAN** and that is how I came to do that stint as writer of the column. We simply wanted all the potential interest of narrow gauge prototypes to be taken into account.

In the meantime a problem existed for On3 standards in that it was not clear how dual gauge could be handled. Mark Harrison had withdrawn as did Jack Alexander. I found myself in the narrow gauge chair. We tackled it straight on.

Fortunately we had a few over-achievers in the On3 group. Mark Swerdfefer, Vince Ryan and Ted Collins were not only in O and On3 as scratch builders – but also in O traction. They know track work. Why, they have switch frogs that jump!

As Vince Ryan pointed out, dual gauge is not what it seems. Many were bemused; counting to three is hard when things move about and interweave. The shell game, or three-card monte, or with juggler with three clubs – have us slack-jawed and agape.

But as Vince showed, the two gauges do not share the same track. They only share one running rail. Their track gauges are separate; so are their check gauges.

Well, does that really work? I made a #12 full dual gauge turnout and sent it to Jack Alexander. He installed it in the yard throat of his heavy O and On3 layout in Bradford, PA. Heavy O locomotives stomped and roared across it, such as his Erie Triplex and other "hefties"; light On3 locomotives sailed and romped across it from 2-8-0's down to an elegant 4-4-0 and a tiny Godchaux sugar line O-4-4T which had Mantua Goat HO drivers. Nary a snag.

When all concerned in any way with the On3 field had agreed that this was the best possible outcome, the recommendations were submitted to NMRA.

Next time I will describe the HOn3 side of the situation, and our most interesting discussions with John Allen and others interested in developing that field. As many know, John Allen was quite a personality, and his "vision" of model railroading has had lasting impact on the hobby. And how John loved a closely-reasoned argument!

I would like to mention in passing what a pleasure it was to attend the First National Narrow Gauge Model Railroad Convention in St. Louis. It was fun to make new friends and to see old ones. We went to see Bill Clouser and his remarkable models and production methods. And it meant a good deal to me to look around the big room full of such high quality trade exhibits, from big scales down to Bob Sloan's little pikelet in Nn3. (I think Bob just wants to take a U.S. Geological Survey map and render it in three dimensions complete with running trains, if it's the Silverton sheet.) Seeing all that fine work and meeting so many good people made me feel that any effort put in during past years to smooth the way, had been worth it.

Dick

Harry Brunk fans – Don't despair. "Up Clear Creek" continues in the next issue. *Bob Brown.*

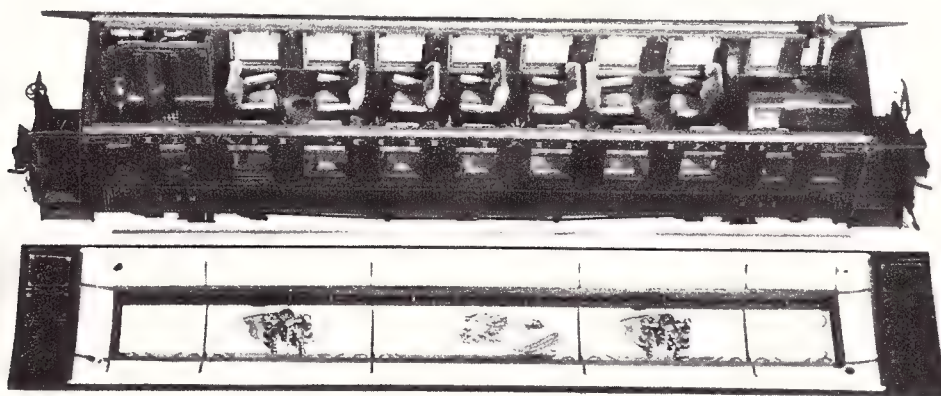
GAZETTE GALLERY

Edited by Gene Deimling

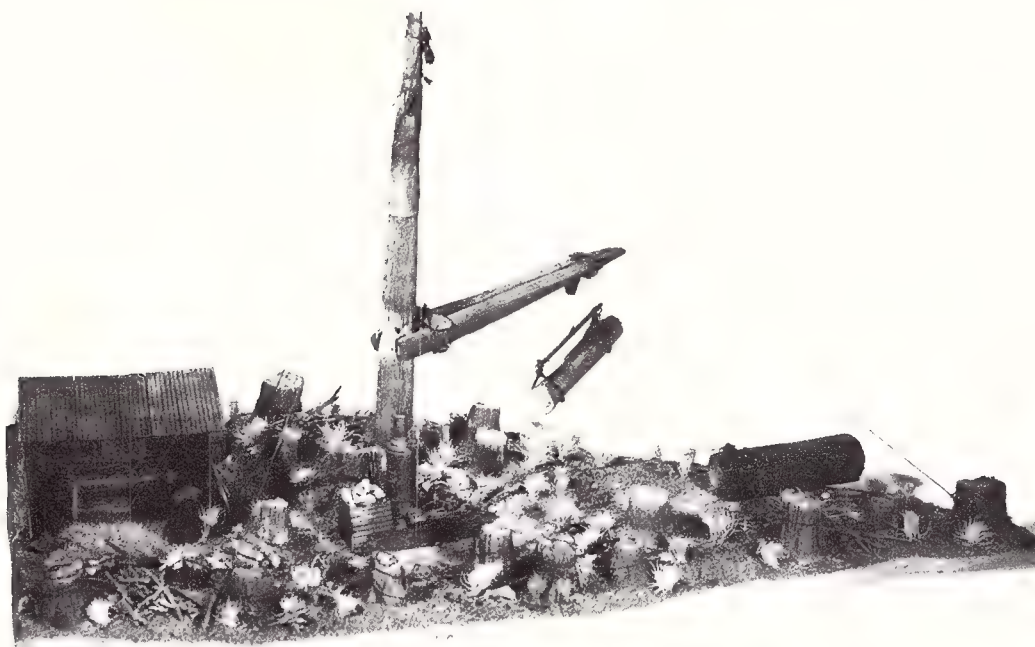
James D. Hammer of St. Louis sent in a beautiful set of photographs of first place winners at the recent First National Narrow Gauge Convention in St. Louis, Missouri. We have decided to devote the Gallery in this issue to these outstanding models. The St. Louis convention had the best set of contest models we have ever seen. There were 129 models on display. The models were judged by the people who attended the

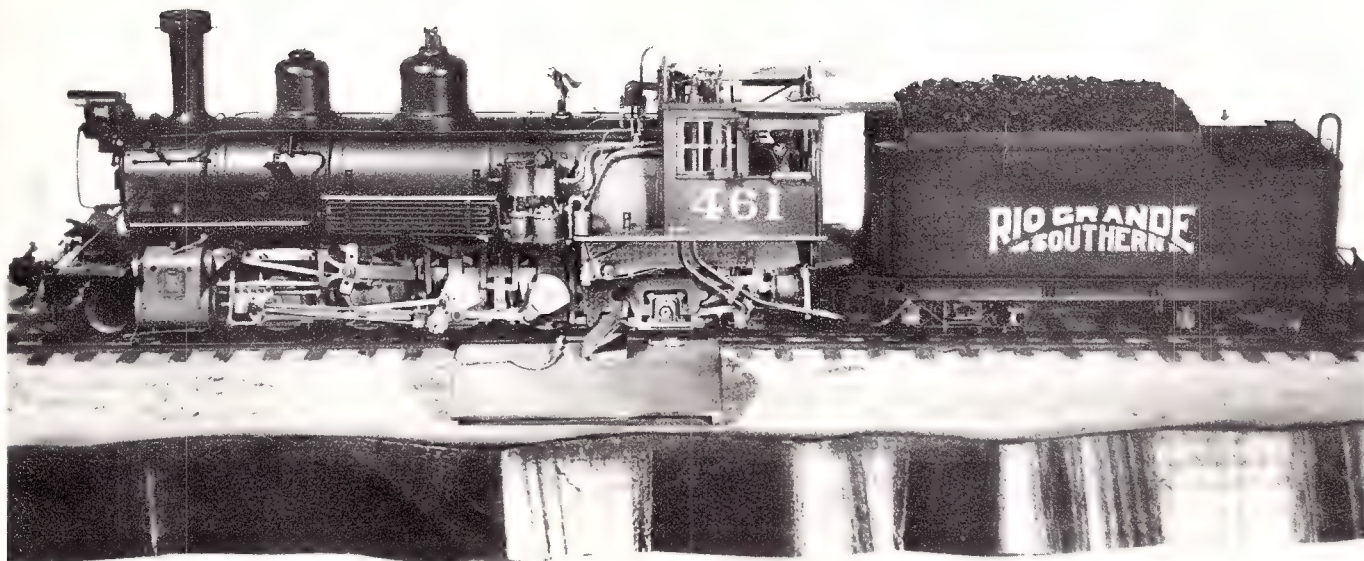
convention. In most contests there are a few entries which stand out. The rest of the models vary from nice to down right poor. At St. Louis all the models were either outstanding or very good. We wish we could present photos of all of them. As you look at this Gallery of first place winners you can imagine the problems the "judges" had. Thanks for sending the photographs, James.

Best in Show honors were bestowed on this meticulous Sn3 DSP&P Parlor Car #191. Bob Shank of Durango, Colorado scratch-built the car. It has matched wood veneer panels and each seat is individually built up. The car also won first place in passenger cars.



Frank Barone took first place in Dioramas for this scratchbuilt O scale logging scene. The clutter and rigging are very effective.



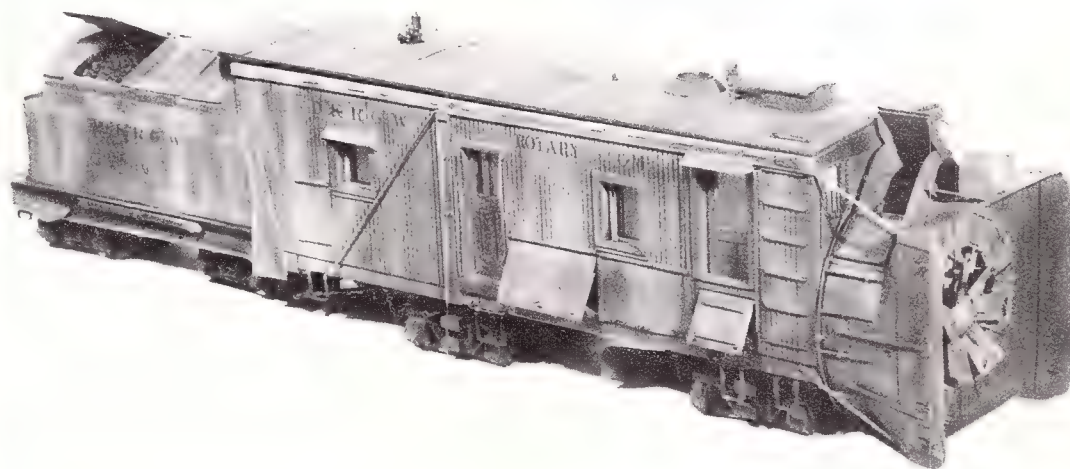


It is rare to see this kind of scratchbuilding any more. Lewis Bartig of St. Louis, Missouri built this On3 Rio Grande Southern K-27 #27 from scratch and won first place motive power. An article on his construction methods will be published in a future issue of the **GAZETTE**.

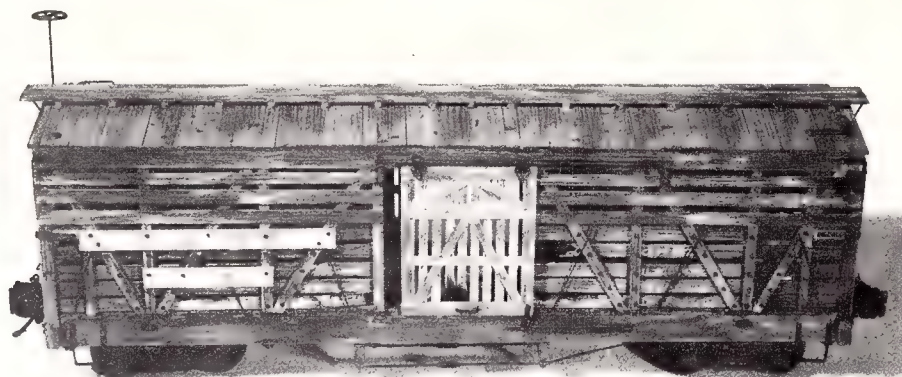


The high level of detail on Lewis Bartig's K-27 shows in this close-up photograph.

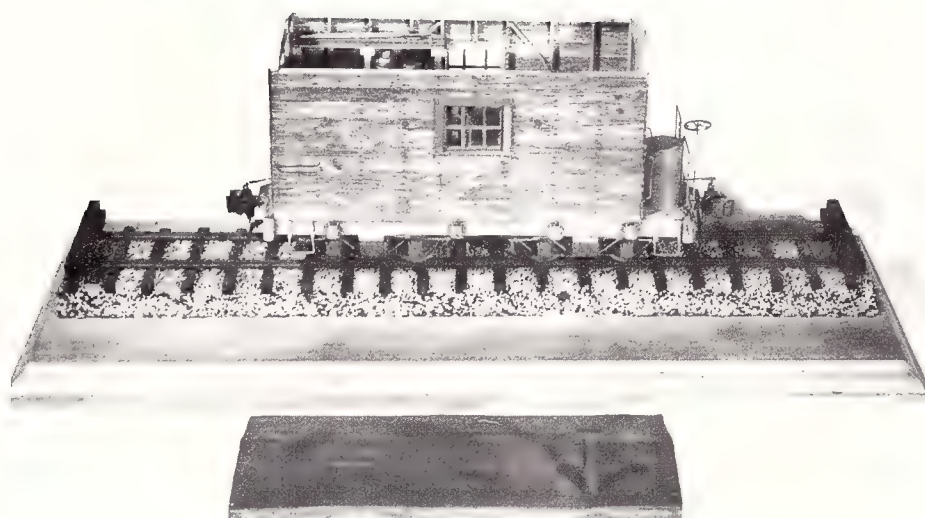
This outstanding On3 snowplow won First Place M of W for Jim Johnson of Staten Island. See page 74 for more details.



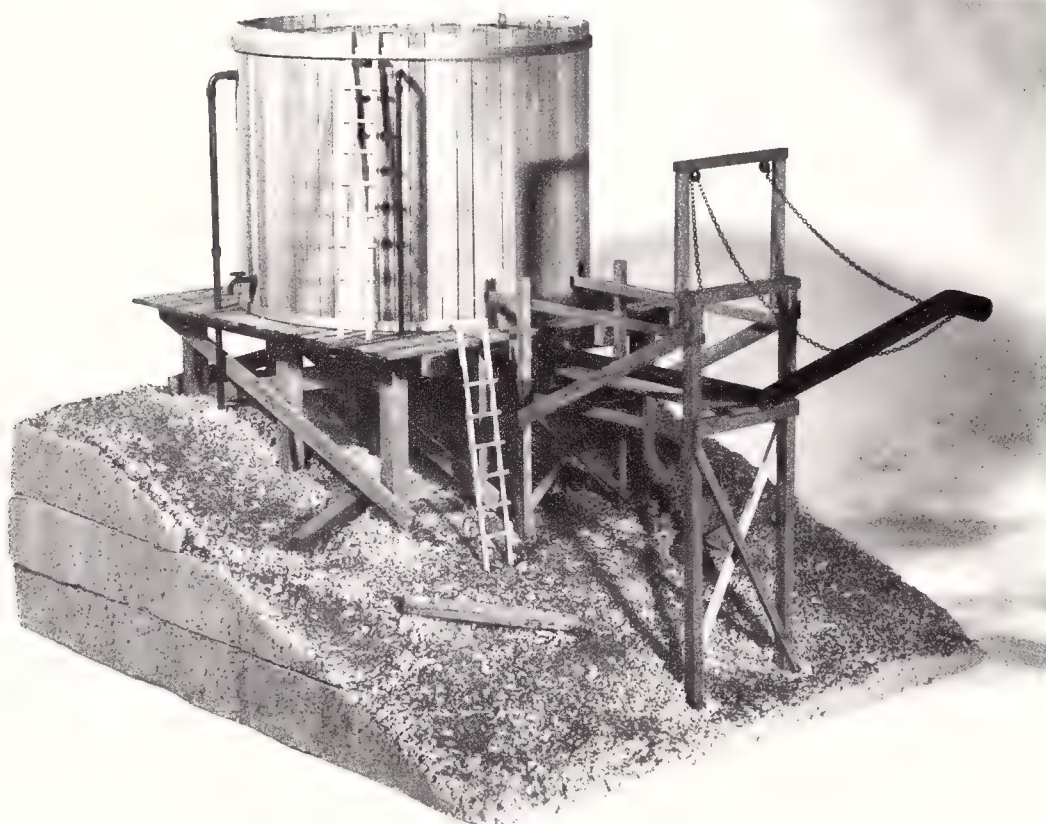
First place in freight cars went to this scratchbuilt On3 D&RGW stock car #5566. The model was built by Dan Stuetzger of Houston, Texas.



Way back in November 1975 the **GAZETTE** had an article on building a logging caboose in On3. It looks like Bill Blanks of Maryville, Tennessee used this information to build his prize winning On3 caboose. The model is scratchbuilt and placed first in cabooses.



Tom Gent of St. Charles, Missouri scratchbuilt this water tank. It won first place in structures and was built from plans of the Woss Camp water tank which appeared in the March/April 1980 **GAZETTE**.



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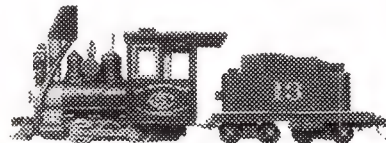
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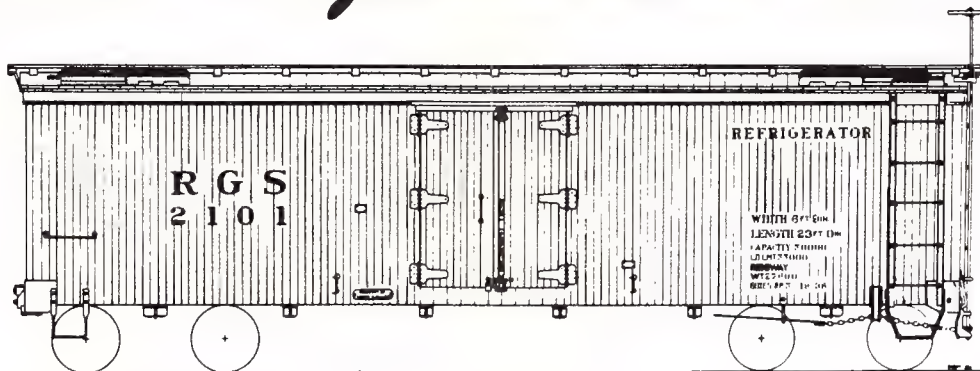
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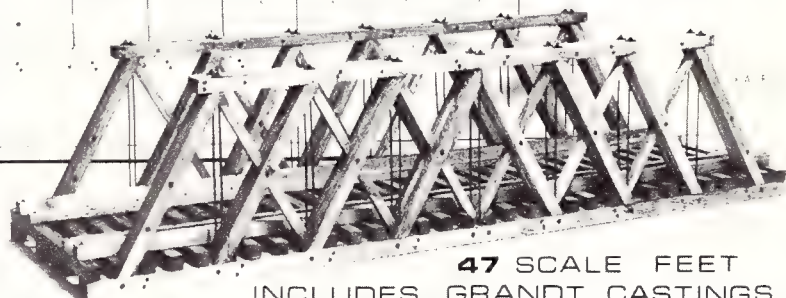


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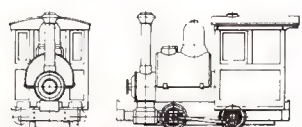
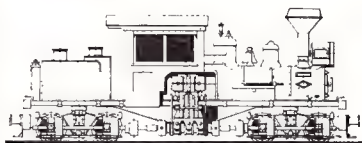
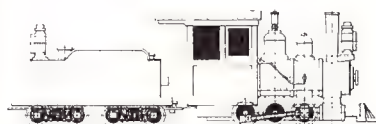
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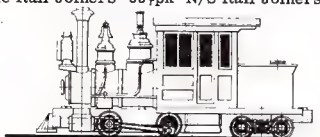
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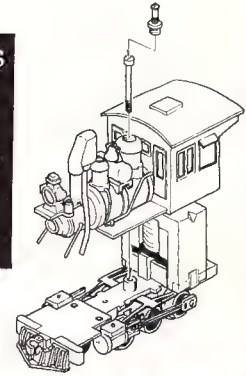
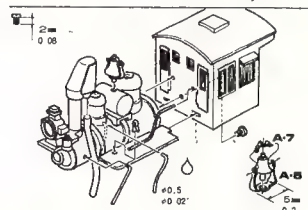
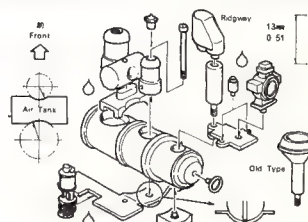
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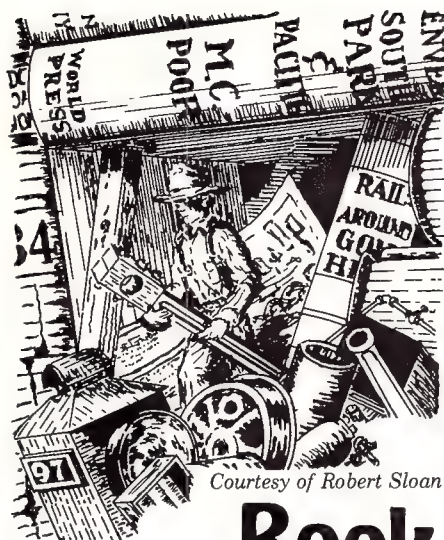


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Book Reviews

Walthers 50th Anniversary HO 1982 Catalog, Wm. K. Walthers, Inc., 5601 W. Florist Avenue, Milwaukee, WI 53218.

What gets bigger and better each year? Why the Walthers Catalog, of course! And the new 1982 HO version—Walthers 50th Anniversary edition—is almost 100 pages bigger than the 1981 version. Bigger than many city telephone books, the 1982 catalog lists thousands of products in its 576 pages, along with a lovely full color section showing the various lines carried by Walthers. (I've started saving past inserts for coloring and weathering tips.) There is also a short history of the company with historic and current photos. Within its pages you'll find a staggering array of products from over 270 different manufacturers, from tools to track to trees. Almost *anything* you could imagine and then some, from general store to ping-pong table. It's all here. Just skimming all the pages will take a good evening. As always, a "must" for HO'ers. *Charles W. Getz.*

Narrow Gauge Pictorial, Vol. 1 – Motive Power of the RGS and D&RGW, R/Robb Ltd., P.O. Box 1891, Oakland, CA 94604, 1981. Softbound, illus., 176 pages, \$17.50.

Bob Grandt, son of you-know-who, has the first in a new series of railroad books available. Bob is hoping to issue several volumes of photo books on the Colorado roads. His first book is a beautiful compilation of large format black and white photos from the collections of such famous photographers as Richard Kindig, Doug Richter, and Bob Richardson. The book is 8¼ inches by 11½ inches with a horizontal format. There is one photograph on each page. The photographs are all about 6×10 inches and are very clear. There is a

short caption for each picture. There are 176 photos in the book which means that each photo costs only 10 cents. There are 80 different engines shown as well as several photos of the various RGS Geese. The photographs cover the period 1926 through 1965. The RGS section is arranged numerically by locomotive number and the D&RGW section has the engines arranged by class then by number. All the K-27's and K-36's are shown. All but one each of the K-28 and K-37 class are shown. Even the diesels that ran on the D&RGW are pictured. The cover has a front and back photograph. These are printed in a sepia tone. This book is the work of several people under the editorship of Bob Grandt. I am very pleased with the mass of photographs provided and the fact that all the material is organized under one cover for easy reference. I wish Bob and his group success and hope to see many more volumes in this series. *Bob Brown.*

Running a Mountain Railroad, In the Words of Those Who Push Steam Trains Through the Rockies by Ed Sibert and Ted McKee, MAC Publishing Inc., P.O. Box 7037 S, Colorado Springs, CO 80933. Softcover, illus., 64 pages, \$3.25 plus 75¢ shipping.

This little book is full of information for anyone interested in steam railroad operation. It tells exactly how the Cumbers & Toltec is run from lighting the locomotives to taking the tickets. It starts with the engines and discusses the brakes, oiling, firing, operating hazards, and other operating details. The book ends with a brief history of the original D&RGW line which became the C&T. The book has many photographs and a route map of the scenic line. Most of the pages contain side boxes listing the various rules and regulations used on the C&T. If you have ever wondered why certain procedures are followed on a railroad or have wondered how to grease a locomotive this book is for you. *Bob Brown.*

The Movie Railroads by Larry Jensen, Darwin Publications, 850 N. Hollywood Way, Burbank, CA 91505. Hardbound, 257 pages, illus., \$34.95.

My first short line was a movie railroad. I remember traveling as a teenager to see the Sierra Railway in Jamestown, CA and seeing #3 all ready for a filming session in some movie. Number 18 was in the roundhouse still painted for a movie. It may even have been for *Duel in the Sun*. Another of my fond memories of the Sierra was coming across a train being used for a filming session on the old *Wells Fargo* TV series. I spent the afternoon staying out of the way and watching the hero ride out of the baggage car and into the sunset. So when I saw *The Movie*

Railroads I looked for my favorite railroad films to see how they were made. This book is wonderful reading. All of us have enjoyed railroads in the movies and I am sure most of us pride ourselves on identifying where a film was made. *The Movie Railroads* tells all. It is divided into an Introduction and brief history of trains in motion pictures. The rental railroads are discussed next along with the films made on them. The Sierra, D&RGW and Magma Arizona are examples of rental railroads. Next the studio trains are described which include the Hobart Estate #5 and Nevada County N. G. #5. The book has an extensive appendix containing a complete list of railroad films, equipment rosters, and location maps. There is also a bibliography and index. This book is fine reading, don't miss it. *Bob Brown.*

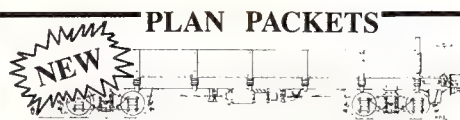
Robert Sloan's Narrow Gauge Lettering Guide and Catalog, 3rd Edition, by Robert Sloan, 30 East Pleasant Lake Road, St. Paul, MN 55110. Softcover, illus., 47 pages, \$4.00.

Bob Sloan's lettering guide and catalog is a must purchase for anyone interested in narrow gauge. Bob now offers decals for just about any American narrow gauge railroad. 21 pages of his guide are devoted to lettering information on the Colorado N.G. lines, 12 pages contain information on the west coast lines, two pages on the midwest narrow gauges, and five pages on the east coast lines. There is a special directory of N.G. plans. This information has never before been brought together in one list. The guide contains 211 plans and lettering diagrams mostly in HO scale. The Maine two-footers are also covered. This book has more practical modeling information page for page than any other source I can think of. So get yours today. *Bob Brown.*

The Modeler's Manual by Robert Schleicher, Chilton Book Co., Radnor, PA 19089. Hard and soft cover versions, illus., 184 pages, hard cover \$14.95, soft cover \$10.95.

I am sure you are familiar with the model books by Robert Schleicher. Bob has written another book which is for the general modelbuilder. It contains material on ships, planes, cars, model railroads, and military models. About ⅓ of the book contains basic information on working with wood, plastic, metal, and making castings. There is quite a bit of good information in this special materials section. The book is well written and clearly illustrated. It is an excellent source for the beginning modeler and the experienced builder may pick out some new information in the materials section. *Bob Brown.*

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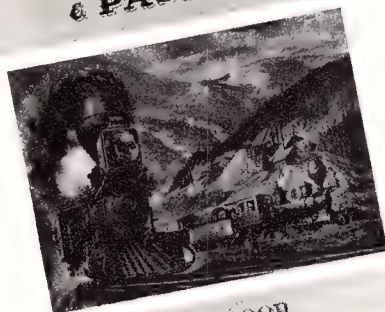
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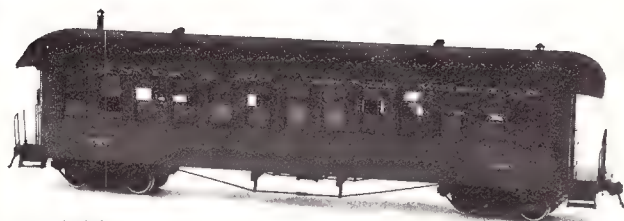
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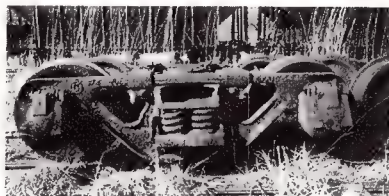
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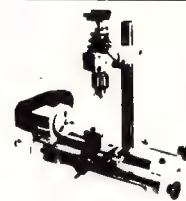
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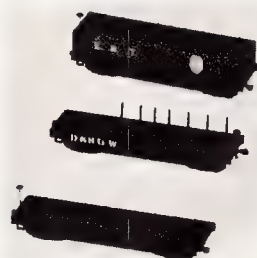
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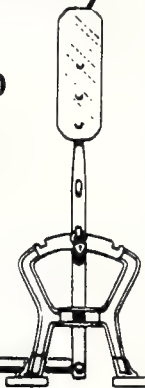


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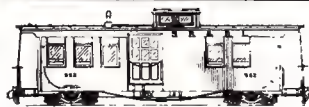
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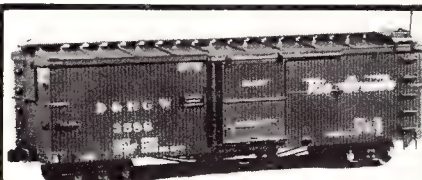
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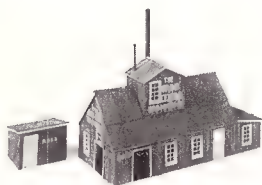
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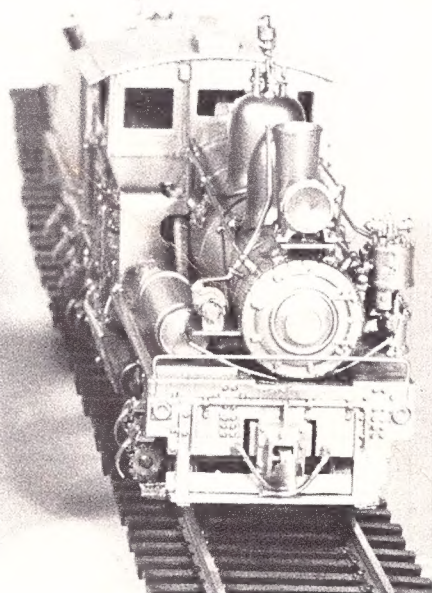
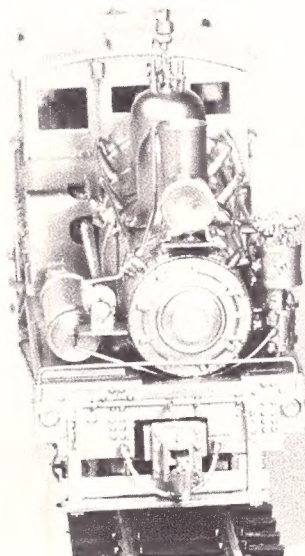
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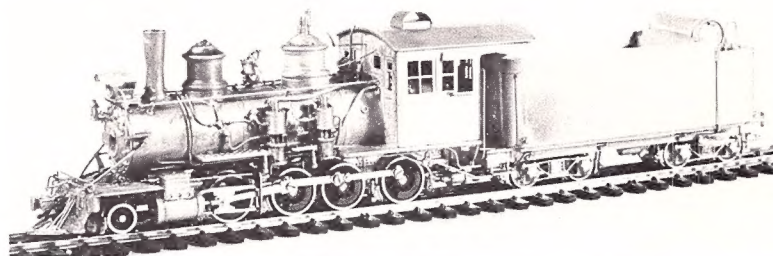
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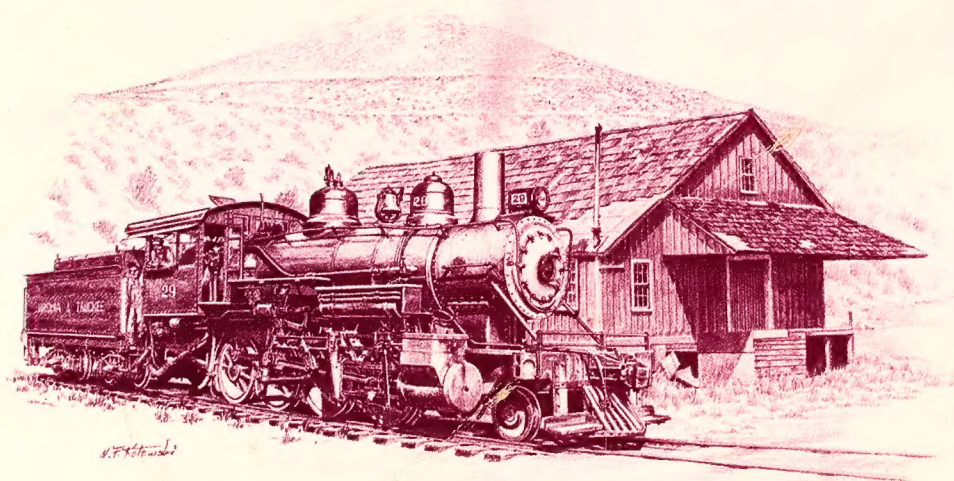


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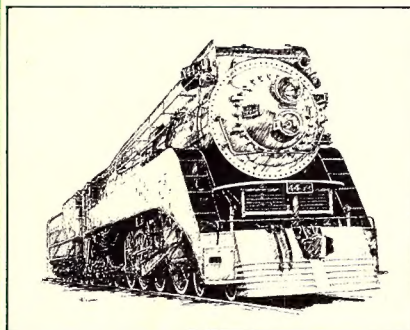
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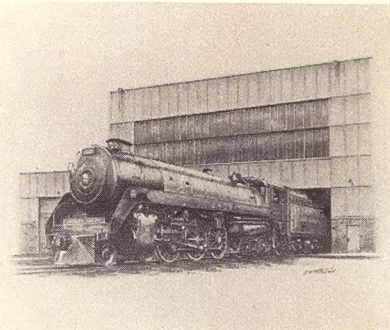
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